

**STATE ROUTE 99
TRANSPORTATION CONCEPT REPORT**

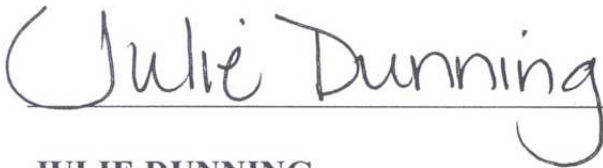
**CALTRANS DISTRICT 10
OFFICE OF SYSTEM PLANNING
November 2002**

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11-8-03
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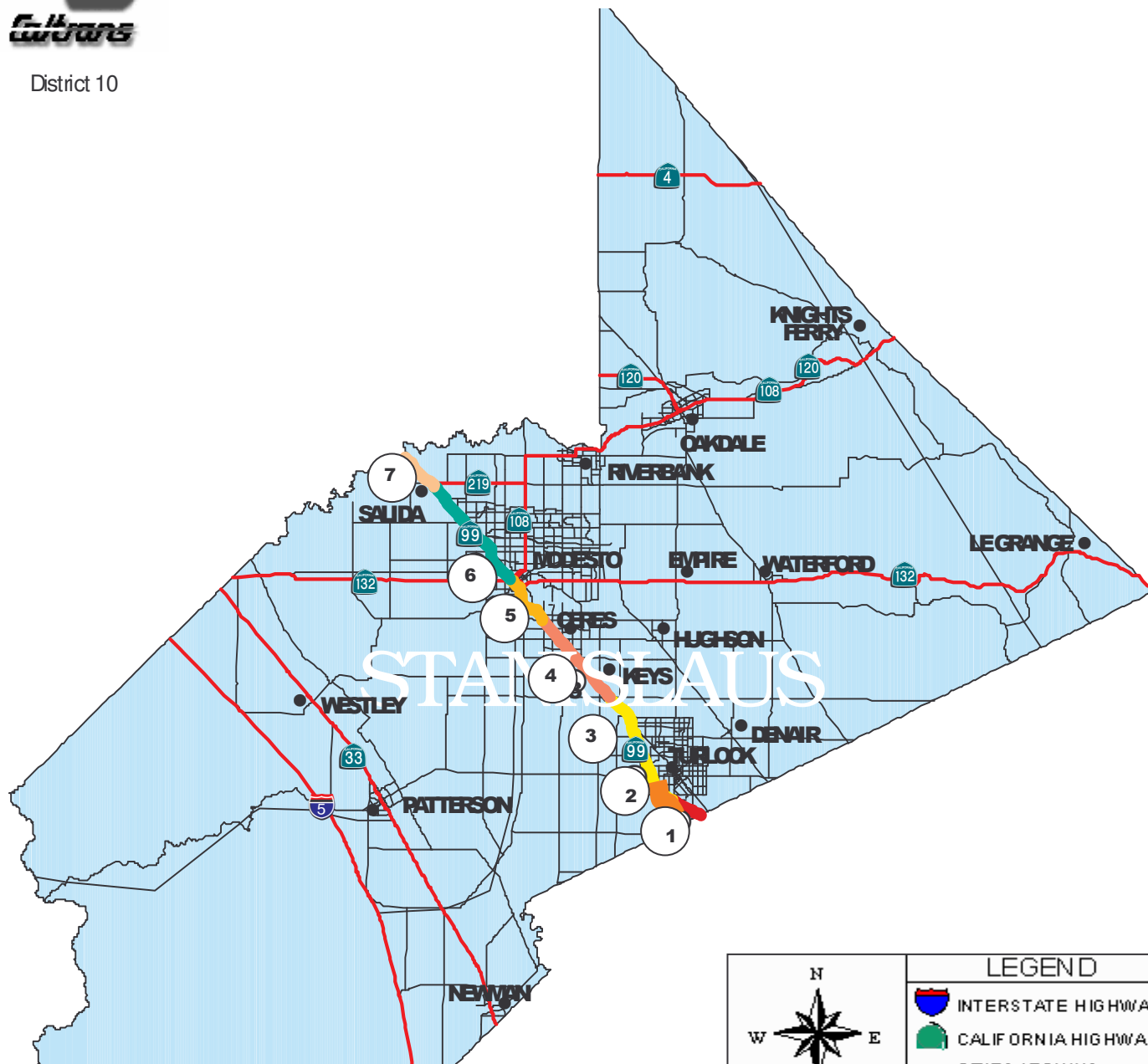
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ROUTE 99 CORRIDOR STUDY Segmentation Map - Stanislaus County

Department of Transportation
District 10
Office of System Planning

District 10



EXECUTIVE SUMMARY

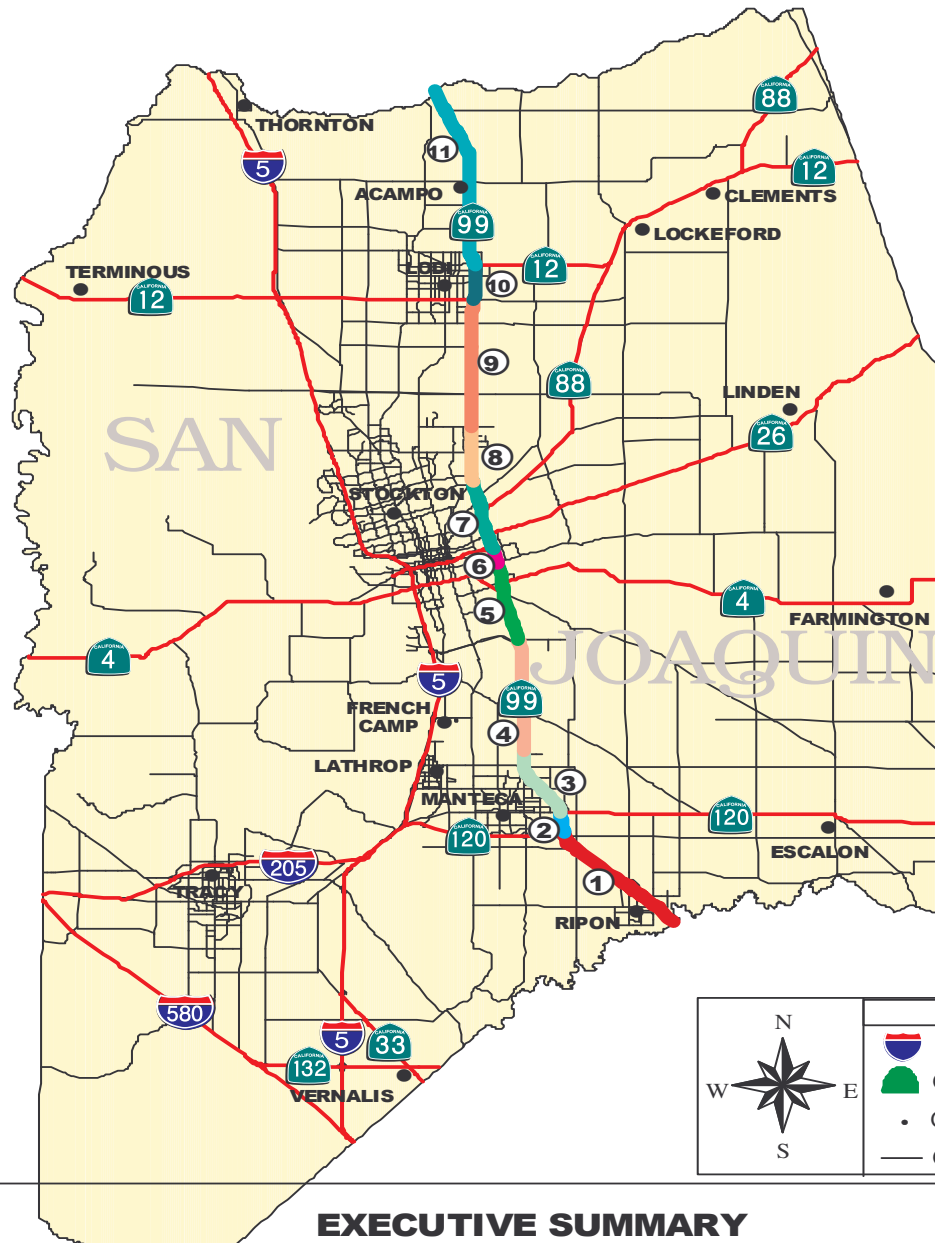
| SEGMENTS | POST MILES | LOCATION | 2000 LOS | CURRENT FACILITY | 2025 LOS W/O IMPROVEMENTS | 2025 CONCEPT LOS | 2025 CONCEPT FACILITY **** |
|----------|------------------------------------|---|----------|------------------|---------------------------|------------------|----------------------------|
| 1 | PM 00.00-R01.63 KP 00.00-R02.62 | Merced/ Stanislaus County Line to Jct. Rte. 165 | B | 6-Lane Freeway | C | C | 6-Lane Freeway |
| 2 | PM R01.63-R08.16 KP 02.62-13.13 | Jct. Rte. 165 to .4 Miles N. of Keyes Road | C | 6-Lane Freeway | E | D | 8-Lane Freeway |
| 3 | PM R08.16-R10.90 KP 13.13-17.54 | .4 Miles N. of Keyes Road to .3 Miles N. of Service Rd. | C | 6-Lane Freeway | E | D | 8-Lane Freeway |
| 4 | PM R10.90-R13.26 KP 17.54-21.33 | .3 Miles N of Service Rd. to Hatch Rd. Overcrossing | C | 6-Lane Freeway | E | D | 8-Lane Freeway |
| 5 | PM R13.26-R16.12 KP 21.33-25.94 | Hatch Rd. Overcrossing to Jct. Rte. 132 | D | 6-Lane Freeway | F | D | 8-Lane Freeway |
| 6 | PM R16.12-R22.55 KP 25.94-36.28 | Jct. Rte. 132 to E. Jct. Rte. 219 | C | 6-Lane Freeway | F | D | 8-Lane Freeway |
| 7 | PM R22.55-R24.75 KP 36.28-39.83 | E. Jct. Rte. 219 to San Joaquin County Line | C | 6-Lane Freeway | F | D | 8-Lane Freeway |

**** Concept Facility includes the consideration of HOV lanes in all urban areas during final phase of widening.



ROUTE 99 CORRIDOR STUDY Segmentation Map – San Joaquin County

Department of Transportation
District 10
Office of System Planning



EXECUTIVE SUMMARY

| SEGMENTS | POST MILES | LOCATION | 2000 LOS | CURRENT FACILITY | 2025 LOS W/O IMPROVEMENTS | 2025 CONCEPT LOS | 2025 CONCEPT FACILITY **** |
|----------|----------------------------------|--|----------|------------------|---------------------------|------------------|----------------------------|
| 1 | PM 00.00-05.82 KP 00.00-09.36 | San Joaquin/ Stanislaus County Line To Rte. 120 (Manteca Bypass) | C | 6-Lane Freeway | F | D | 8-Lane Freeway |
| 2 | PM 05.82-06.65 KP 09.36-10.70 | Rte. 120 W. (Manteca Bypass) to Rte. 120 E. (Yosemite Ave) | D | 4-Lane Freeway | F | D | 8-Lane Freeway |
| 3 | PM 06.65-09.80 KP 10.70-15.77 | Rte. 120 E. (Yosemite Ave.) to .6 Miles N. of Lathrop Rd. | C | 4-Lane Freeway | F | D | 8-Lane Freeway |
| 4 | PM 09.80-14.61 KP 15.77-23.51 | .6 Miles N. of Lathrop Rd. to Arch Rd. | C | 4-Lane Freeway | F | D | 8-Lane Freeway |
| 5 | PM 14.61-18.02 KP 23.51-28.99 | Arch Rd. to Charter Way | D | 4-Lane Freeway* | E** | D | 8-Lane Freeway |
| 6 | PM 18.02-18.68 KP 28.99-30.06 | Charter Way to Jct. Rte. 4-Crosstown | E | 4-Lane Freeway* | F** | D | 8-Lane Freeway*** |
| 7 | PM 18.68-22.90 KP 30.06-36.85 | Jct. Rte. 4 – Cross Town to .22 Miles S. of Hammer Lane | E | 4-Lane Freeway* | F** | D | 8-Lane Freeway*** |
| 8 | PM 22.90-24.03 KP 36.85-38.67 | .22 Miles S. of Hammer Lane to Morada Ln. | C | 6-Lane Freeway | F | D | 8-Lane Freeway |
| 9 | PM 24.03-29.49 KP 38.67-47.45 | Morada Lane to KettLeman Ln.Jct. 12 W. | C | 6-Lane Freeway | E | D | 8-Lane Freeway |
| 10 | PM 29.49-30.97 KP 47.45-49.84 | Kettleman Lane, Jct. 12 W. to Lodi, Jct. 12 E. | C | 4-Lane Freeway | F | D | 8-Lane Freeway |
| 11 | PM 30.97-38.78 KP 49.84-62.40 | Lodi, Jct. 12 E. to Sacramento County Line | C | 4-Lane Freeway | F | C | 6-Lane Freeway |

* Currently Programmed to Widen to a 6-Lane Freeway

** Based on Programmed Facility

*** 10-Lanes needed to meet the concept LOS. Due to right-of-way restrictions, the concept facility is an 8-lane Freeway

**** Concept Facility includes the consideration of HOV lanes in all urban areas during the final phase of widening.

Transportation Concept Report

State Route 99

STATEMENT OF PLANNING INTENT

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and intermodal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)

The Transportation Concept Report (TCR) is a system planning document and tool, which includes an analysis of a transportation corridor. It establishes a 20-year transportation planning concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extend of the improvements needed to attain that Level of Service. Operating conditions for each corridor are projected for ten and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies, which have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

ROUTE DESCRIPTION

State Route (SR) 99 is the principal south/north highway traversing the major cities within California's Central Valley. SR-99 begins at the intersection of Interstate 5 (I-5) south of Bakersfield in Kern County and continues north through the Central Valley to the intersection of SR-36 near Red Bluff in Tehama County. SR-99 provides primary access for the movement of people, goods, and services and is considered the main transportation route for agricultural products. SR-99 is also a major connector to all east/west routes throughout the Central Valley, providing linkages between the San Francisco Bay Area and the Sierra Nevada Mountains. In Caltrans District 10, SR-99 serves the communities of Merced, Livingston, Delhi, Turlock, Keyes, Ceres, Modesto, Salida, Ripon, Manteca, Stockton, and Lodi and the Counties of Merced, Stanislaus, and San Joaquin.

SR-99 remains one of the most important routes within the California Highway System since its State Highway System (SHS) designation in 1909. Most of SR-99 within District 10 is freeway with expressway segments remaining in Merced County. Projects are currently programmed to convert these remaining expressway segments to freeway standards. Closing the expressway gaps in Merced County and adding lane capacity is a part of the interregional route concept for SR 99 through the Valley.

The University of California is developing a tenth campus just outside the City of Merced, which will generate additional interregional and regional trips. The increase in capacity from lane additions will ease future projected congestion, and completion of the route to freeway standard will ensure a high type facility is in place for interregional and regional trips within and through the county.

Route Designations

Most of SR-99, including the portion in Caltrans District 10, has been in the SHS since 1909. It is on the 1959-established Freeway and Expressway System (F&E) in its entirety, and is a "High Emphasis" and "Focus Route" on the 1989 established Interregional Road System. All of SR-99 is on the National Highway System (NHS) except for a 56-mile section in District 3, south of Marysville to just south of Chico where the NHS routing is via Route 70. SR-99 is on the National Network for State Transportation Assistance Act (STAA) Trucks (large trucks) in its entirety in District 10. SR-99 is also identified as an Intermodal Corridor of Economic Significance (ICES) between I-5 south of Bakersfield and US 50 in Sacramento. ICES was established pursuant to the mandates of Assembly Bill 1283, Statutes of 1993. SR 99 is functionally classified as a Principal Arterial for its entire length and is on the Strategic Highway Corridor Network (SHRAHNET) south of SR-4 in Stockton. The Department of Defense has identified STRAHNET routes as critical for supporting defense requirements and are mandatory components of NHS. SR-99 is not designated as a Scenic Highway.

Purpose of Route

In Caltrans District 10, SR-99 extends 101 miles through the central areas of Merced, Stanislaus, and San Joaquin Counties. It serves the communities of Merced, Livingston, Delhi, Turlock, Keyes, Ceres, Modesto, Salida, Ripon, Manteca, Stockton, and Lodi. SR-99 is important as a major lifeline route for industrial, commercial, and agricultural purposes and serves as a major commuter route within and between cities located along its length. It is also a major connector to all east/west routes throughout the Valley, providing a convenient south/north linkage for

commuter and recreational traffic between the San Francisco Bay Area and the Sierra Nevada Mountains.

In District 10, SR-99 connects with SR-120 to serve as the major connector I-205/I-580 to the San Francisco/East Bay/Tri-Valley Area with additional connections to the South Bay/Peninsula Area via SR-152 and U.S. 101. SR-4/Crosstown Freeway in Stockton serves as the primary connector for parallel routes SR-99 and I-5 between Bakersfield and Sacramento. This is also a STRAHNET and NHS route. Other east/west SHS connections between I-5 and SR-99 that provide access to the Mother Lode and the Sierras in District 10 are SR-12, SR-120, SR-132, SR-140, and SR-152.

ROUTE CONCEPT SUMMARY/RATIONALE and CONSIDERATIONS

The route concept is comprised of two factors:

- (1) The minimum LOS tolerable for peak hour conditions.
 - (2) The type of facility necessary to provide the concept LOS.
- (Refer to Appendix 2 for LOS definitions)

State Route Concept Summary/Rationale

The concept Level of Service (LOS) for the 20-year planning horizon for SR-99 is "C" in rural areas and "D" in urban/developed areas. The Concept Facility for SR-99 is a 6-lane or 8-lane freeway, including strong consideration of High Occupancy Vehicle (HOV) lanes during the last stages of widening throughout all urban areas. A 10-lane freeway is needed from Charter Way to Hammer Lane in Stockton by 2020 to meet the concept LOS "D," but due to right-of-way restrictions, the concept facility and Ultimate Transportation Corridor (UTC) will remain an 8-lane freeway. Priorities for improving sections of SR-99 to achieve the concept goal will be based on many factors, giving top consideration to those areas with operational and safety deficiencies. Priority is also given to the expressway to freeway segment conversions in Merced County.

The UTC for SR-99 is an 8-lane freeway with strong consideration of HOV lanes in all urban areas at final build out on projects that add capacity to freeways. Several segments exist where development as well as environmental and right-of-way constraints may hinder the option of an 8-lane facility. Other alternatives need to be considered to improve the future service demands of SR-99. Because the UTC is beyond the 20-year concept, funding constraints are currently not considered.

The feasibility of providing an 8-lane facility in many areas along SR-99 is in question due to available right of way, structure reconstruction, environmental disruption, and facility improvement concerns, particularly in the metropolitan areas within all three counties. Physical barriers, such as bridges, railroad tracks, and other land uses will hinder roadway expansion of additional lanes and may be more costly than other alternatives.

Other alternatives such as identifying alternate routes and/or the construction of a parallel highway east of SR-99, and increasing accessibility to Interstate 5 may divert traffic and help to decrease the service demands on SR-99 in the future. SR-65 is an unadopted, unconstructed, parallel route that runs along the foothills east of Stockton from Exeter in Tulare County to SR-80 near Rocklin in Placer County. It has been considered for adoption in the past, and should be proposed again as an alternative south-north corridor to relieve the future traffic impacts along SR-99. It is also proposed that further studies be prepared to determine the feasibility of 8 or

more lanes on many portions of SR-99 to meet the increased service demands anticipated for year 2025.

Merced County

The LOS for Segments 1 through 13 currently meet the established minimum LOS “C” for rural areas and LOS “D” for urban areas. The existing facility is a 4-lane expressway through segments 1, 2, 3, 8, 11 and 12; a 4-lane freeway through segments 4 through 7, 9, and 10; and a 6-lane freeway through segment 13. Projects are currently programmed to widen segment 1 from 4-lanes to 6-lanes, and convert segments 2, 3, 8, 11, and 12 from a 4-lane expressway to a 4-lane freeway. The Ultimate Transportation Corridor is an 8-lane freeway throughout Merced County, including strong consideration of High Occupancy Vehicle (HOV) lanes at final build out.

Segment 1 (PM 00.00-10.50/ KP 00.00-16.90)

A project is currently programmed to convert the existing 4-lane expressway within this segment to a 6-lane freeway. The LOS is projected to be adequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas. The concept facility for SR-99 is not consistent with the concept facility of 4-lanes in District 6 at the county line. The inconsistency is due to District 6 basing their concept facility on funding constraints where the District 10 concept is not financially constrained.

Segment 2 (PM 10.50-11.65/ KP 16.89-18.74)

A project is currently programmed to convert the existing 4-lane expressway within this segment to a 4-lane freeway. The LOS is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 3 (PM 11.65-12.80/ KP 18.74-20.59)

A project is currently programmed to convert the existing 4-lane expressway within this segment to a 4-lane freeway. The LOS is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 4 (PM 12.80-15.77/KP 20.59-25.37)

The LOS on the existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 5 (PM 15.77-18.60/KP 25.37-29.93)

The LOS on the existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 6 (PM 18.60-20.52/KP 29.93-33.02)

The LOS on the existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 7 (PM 20.52-23.80/KP 33.02-38.30)

The LOS on the existing 4-lane freeway is projected to be adequate for the 20-year planning horizon the concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 8 (PM 23.80-28.60/KP 38.30-46.02)

The LOS on the existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 9 (PM 28.60-30.62/KP 46.02-49.27)

The LOS on the existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 10 (PM 30.62-32.30/KP 49.27-51.98)

The LOS on the existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 11 (PM 32.30-35.00/KP 51.98-56.32)

A project is currently programmed to convert the existing 4-lane expressway within this segment to a 4-lane freeway. The LOS is projected to be inadequate for the 20 year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 12 (PM 35.00-36.40/KP 56.32-58.57)

A project is currently programmed to convert the existing 4-lane expressway within this segment to a 4-lane freeway. The LOS is projected to be inadequate for the 20 year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 13 (PM 36.40-R37.30/KP 58.57-R60.02)

The existing 6-lane freeway within this segment is projected to be adequate for the 20-year planning horizon. The concept facility is a 6-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Stanislaus County

Segments 1 through 7 currently meet the established minimum LOS "C" for rural areas and "D" for urban areas. The existing facility is a 6-lane freeway throughout Stanislaus County. The Ultimate Transportation Corridor is an 8-lane freeway throughout Stanislaus County, including strong consideration of lanes at final build out. A Project Study Report is currently under way to assess segment priorities, and ramp and structure conversions involved in widening SR-99 to 8-lanes in Stanislaus County.

Segment 1 (PM 00.00-R01.63/KP 00.00-R02.62)

The existing 6-lane freeway is projected to be adequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 2 (PM R01.63-R08.16/KP R02.62-R13.13)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 3 (PM R08.16- R10.90/KP R13.13-R17.54)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 4 (PM R10.90-R13.26/KP R17.54-R21.33)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 5 (PM R13.26-R16.12/KP R21.33-R25.94)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 6 (PM R16.12-R22.55/KP R25.94-R36.28)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 7 (PM R22.56-R24.75/KP R36.28-R39.83)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

San Joaquin County

The concept Level of Service (LOS) for the 20-year planning horizon is LOS "C" for rural areas and LOS "D" for urban areas. All Segments meet the concept LOS except Segment 6 and 7, which are currently operating at LOS "E". The existing freeway facility is 6-lanes in Segment 1, 8, and 9, and 4-lanes in Segments 2 thru 7, and 10 thru 11. Projects are currently programmed to widen segments 5, 6, and 7 to 6-lanes. The Ultimate Transportation Corridor is an 8-lane freeway throughout San Joaquin County. A 10-lane freeway is needed from Charter Way to Hammer Lane to meet the concept LOS, but due to right-of-way restrictions, the concept facility and UTC will remain an 8-lane freeway. Strong consideration of HOV lanes should be studied at final build out in all urban areas.

Segment 1 (PM 0.00-05.82/KP 0.00-09.36)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 2 (PM 05.82-06.65/KP 09.36-10.70)

The existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 3 (PM 06.65-09.80/KP 10.70-15.77)

The existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 4 (PM 9.80-14.61/KP 15.77-23.51)

The existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 5 (PM 14.61-18.02/KP 23.51-28.99)

A project is currently programmed to widen the existing 4-lane freeway within this segment to 6-lanes. The facility is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 6 (PM 18.02-18.68/KP 28.99-30.06)

A project is currently programmed within this segment to widen the existing 4-lane freeway to 6-lanes. The facility is projected to be inadequate for the 20-year planning horizon. A 10-lane freeway is needed to meet the concept LOS, but due to right-of-way restrictions, the concept facility will remain an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 7 (PM 18.68-22.90/KP 30.06-36.85)

A project is currently programmed within this segment to widen the existing 4-lane freeway to 6-lanes. The facility is projected to be inadequate for the 20-year planning horizon. A 10-lane freeway is needed to meet the concept LOS, but due to right-of-way restrictions, the concept facility will remain an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 8 (PM 22.90-24.03/KP 36.85-38.67)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 9 (PM 24.03-29.49/KP 38.68-47.45)

The existing 6-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 10 (PM 29.49-30.97/KP 47.45-49.84)

The existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is an 8-lane freeway. The last stage of widening should include strong consideration of HOV lanes in all urban areas.

Segment 11 (PM 30.97-38.78/KP 49.84-62.40)

The existing 4-lane freeway is projected to be inadequate for the 20-year planning horizon. The concept facility is a 6-lane freeway, and is consistent with the concept facility in District 3 at the San Joaquin/Sacramento county line. The last stage of widening should include strong consideration of HOV Lanes in all urban areas.

STATE ROUTE 99 CONSIDERATIONS**Safety/Operational Improvements**

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles traveled based on the last three years of data.

The State Highway Operations and Protection Program (SHOPP) requires Caltrans to prepare a highway operations and protection program to preserve and protect the state highway system. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operations improvements compete on a statewide basis.

Trucks

The average daily truck traffic volume on SR-99 ranges from 15% to 27% of the Average Daily Traffic (ADT) volume. Truck traffic peak hour differs from commuter peak hour traffic. Truck traffic usually occurs during the middle of the day. The route experiences relatively high truck traffic as a major interregional highway corridor between the major metropolitan regions in the State.

Trucking will continue to be the most flexible form of transportation of goods. In the San Joaquin Valley, individual growers and manufactures get their goods to major terminals, market places, and processing centers by trucks.

Ramp Metering

Caltrans is committed to using ramp metering as an effective traffic management strategy to maintain an efficient freeway system and protect the investment made in constructing freeways by keeping them operating at or near capacity. Ramp metering is an integral part to focus first on implementing operational strategies to reduce congestion on California's state highway system (Ramp Meter Design Manual, Traffic Operations Program).

The primary objective of ramp metering is to reduce congestion and the overall travel time of the total traffic stream on freeways. Ramp metering reduces congestion by:

- Maintaining more consistent freeway throughput.
- Utilizing the capacity of the freeway corridor more efficiently.
- Providing incentives for increased use of carpools, vanpools, and public transit by including preferential lanes, which offer time-savings to HOV lanes at ramp meters.

Secondary benefits include the reduction of congestion-related accidents and air pollution. Ramp meters operate most effectively when upstream mainline traffic is controlled. This control can be accomplished by installing additional ramp meters, metering freeway to freeway connectors or mainline control (Caltrans Ramp Metering Policy and Procedures, Traffic Operations).

High Occupancy Vehicle (HOV) Lane

The concept facility throughout District 10 is 6 to 8-lanes with strong consideration of HOV lanes in all urban areas at final build out on projects, which add capacity to freeways. Caltrans will work with the Regional Transportation Planning Agencies (RTPAs) in the conceptual planning phase to develop regional HOV lane system plans in metropolitan areas and to include these systems in the Regional Transportation Plans.

The primary purpose of an HOV lane is to increase the total number of people moved through a congested corridor by offering two kinds of travel incentives: a substantial savings in travel time, along with reliable and predictable travel time. Because HOV lanes carry vehicles with a higher number of occupants, they move significantly more people during congested periods, even if the number of vehicles that use the HOV lane is lower than on the adjoining general-purpose lanes.

The Federal Highway Administration (FHWA) strongly supports HOV lanes as a cost-effective and environmentally friendly option to help move people along congested urban and suburban routes. As part of an overall approach to handle the demand for travel and to address the impacts of traffic congestion, HOV lanes can be a practical option to adding more general-purpose travel lanes. The FHWA encourages the implementation of HOV lanes as an important part of an area wide approach to help metropolitan areas address the needs they have identified for mobility, productivity, environmental, and quality of life. Significant changes to the operation of an HOV lane, or efforts to convert an HOV lane to a general purpose travel lane, should be considered only after all the relevant factors, interests and consequences have been evaluated.

The planning of HOV facilities should focus on the people carrying capacity of the system rather than on vehicle capacity. In accordance with the Caltrans mission as a multi-modal organization, HOV planning should focus not only on multi-occupant cars and vans but also on buses and other transit vehicles. Therefore, the planning process should consider complementary support elements such as park and ride lots, bus/transit stations, and ingress/egress to them (Source: High Occupancy Vehicle Guidelines, Traffic Operations).

Programmed and Planned Projects

Programmed Projects

The State Highway Account is the main funding source for the State Transportation Improvement Program (STIP). Excise tax on motor vehicle-fuels, motor vehicle weight-fees, and reimbursements from the Federal Trust Fund for Federal-Aid highway projects are the three major funding sources. Programmed projects are funded over a period of several years. These projects must be included in the Regional Transportation Plans in order to be adopted and programmed by the CTC. Programmed projects are funded through the STIP and State Highway Operations and Protection Program (SHOPP), the two primary documents through which the CTC commits and allocates funds to particular projects. The CTC also allocates funding for the Traffic Congestion Relief Program (TCRP) enacted in AB-2928 (2000), through which the Governor and Legislature has designated nearly \$5 billion in funding for specific projects.

Programmed projects are included in the Transportation Concept Report (TCR) and are considered in determining future level of service (LOS). When a capacity improvement project is programmed for any phase, this project should be considered as a constructed project for the 10-year and 20-year planning horizon. The following projects are programmed on SR-99 within the counties of Merced, Stanislaus, and San Joaquin:

| SR-99 Programmed Projects | | | |
|---------------------------|--------------------------------|---|---------------------------|
| County | Post Miles/ Kilometers Post | Description | Designation |
| Merced | 0.00-4.50 0.00-7.24 | Convert 4-lane expressway to 6-lane freeway on 8-lane R/W. | PA&ED 1998 STIP |
| Merced | 4.60-10.5 7.40-16.89 | Convert 4-lane expressway to 6-lane freeway on 8-lane R/W | PA&ED 1998 STIP |
| Merced | 10.20-12.80 16.41-20.59 | Convert 4-lane expressway to 4-lane freeway on 8-lane freeway R/W, Healy IC | PS&E/R/W, 1998 STIP |
| Merced | 13.90-14.40 22.36-23.17 | Widen 15th St UC and Replace Merced OH | PA&ED 2000 SHOPP |
| Merced | 15.20-16.20 24.46-26.07 | Modify Interchange R&V Street Ramp | 1997 SHOPP |
| Merced | 15.79-17.29 25.42-27.83 | West Merced OH - replace structures | 1999 SHOPP PS&E/R/W |
| Merced | 17.60-24.50 28.32-39.42 | AC overlay and widen shoulders | 2001 SHOPP |
| Merced | 23.80-26.80 38.30-43.12 | Convert 4-lane expressway to 6-lane freeway. | PA&ED 1998 STIP |
| Merced | 24.60-27.90 39.58-44.89 | Close median cross over & construct frontage Rd. | PA&ED 1998 STIP |
| Merced | 26.80-28.60 43.12-46.02 | Convert 4-lane expressway to 4-lane freeway and I/C at Sultana Dr. | PA&ED 1998 STIP |
| Merced | 32.20-R36.40 51.81-58.57 | Convert 4-lane freeway to 6-lane freeway. | Construction 1996 STIP |

| | | | |
|--------------------|--------------------------------------|--|-------------------------------------|
| <i>Merced</i> | <i>R36.70-37.30 59.06-60.02</i> | <i>Median Barrier & CMS, CCTV, Weather Stations & TMS</i> | <i>PA&ED 2000 SHOPP</i> |
| <i>Stanislaus</i> | <i>R5.60 9.01</i> | <i>Modify IC - In Turlock at Monte Vista Ave. UC</i> | <i>2000 Minor</i> |
| <i>Stanislaus</i> | <i>R6.80-9.70 10.94-15.61</i> | <i>Construct Median Barrier, Install CMS, CCTV, Weather Station, & TMS - Taylor Rd. UC</i> | <i>PA&ED 2000 SHOPP</i> |
| <i>Stanislaus</i> | <i>11.90 19.15</i> | <i>Construct OC - In Ceres at Whitmore Ave.</i> | <i>PS&E/RW 1998 STIP</i> |
| <i>Stanislaus</i> | <i>R15.10-R17.00 24.30-27.35</i> | <i>Rehabilitate 15 Ramps in Modesto from Tuolumne Blvd. UC to .4 km N. of Kansas Ave. OC</i> | <i>2002 SHOPP</i> |
| <i>Stanislaus</i> | <i>20.80-21.40 33.47-34.43</i> | <i>Modify Interchange - Pelandale OC</i> | <i>PA&ED 2000 STIP</i> |
| <i>San Joaquin</i> | <i>6.40-7.00 10.29-11.26</i> | <i>Reconstruct Interchange in Manteca at SR-99/120 East Separation and Yosemite Ave.</i> | <i>PA&ED - 2000 STIP</i> |
| <i>San Joaquin</i> | <i>14.10-15.00 22.69-24.13</i> | <i>Construct Interchange 1.1 km N. of Arch Rd O/C</i> | <i>PS&E/RW 1998 STIP</i> |
| <i>San Joaquin</i> | <i>15.00-18.60 24.13-29.92</i> | <i>Widen from 4F to 6F from Arch Rd. to SR-4 W.</i> | <i>PA&ED - 2000 STIP</i> |
| <i>San Joaquin</i> | <i>17.80 28.64</i> | <i>Widen existing bridge .4 km N. of Golden Gate O/C to .3 km s. of SR-26 and SR-99 Separation</i> | <i>1998 SHOPP- Construction</i> |
| <i>San Joaquin</i> | <i>18.60-22.90 29.93-36.85</i> | <i>Widen from 4F to 6F from SR-4W to Hammer Lane</i> | <i>PA&ED - 1999A STIP</i> |
| <i>San Joaquin</i> | <i>22.80 -23.00 36.69-37.01</i> | <i>Reconstruct Hammer Ln. I/C</i> | <i>PA&ED - 1999A STIP</i> |

Planned Projects

The Regional Transportation Planning agencies (RTPAs) lay out short and long-term transportation planning activities that address Tier 1 and Tier 2 highway improvement projects. Tier 1 is a list of projects that the region intends to implement, build and maintain during the plan period. These are financially constrained projects. However, Tier 2 projects are simply visionary and financially unconstrained. Tier 2 projects could move to Tier 1 if support is strong and funding could be identified.

Planned Projects are recommended projects or an assessment of future facility improvements. They identify the investment strategies, alternatives, and project priorities and must be included in the Regional Transportation Plans (RTPs) in order to be adopted and programmed by the California Transportation Commission (CTC). The following projects are planned on SR-99 within the counties of Merced, Stanislaus, and San Joaquin:

| SR-99 Planned Projects | | | |
|-------------------------------|--|--|-----------------------|
| County | Post Miles/ Kilometers Post | Description | Designation |
| <i>Merced</i> | <i>1.00 1.60</i> | <i>Closed Circuit TV Cameras & CMS</i> | <i>Inactive SHOPP</i> |
| <i>Merced</i> | <i>1.62 2.60</i> | <i>SR-165 Lander Interchange</i> | <i>2001 RTP</i> |

| | | | |
|-------------|------------------------------|--|------------------------|
| Merced | 12.80-15.60 20.59-25.10 | Convert 4F to 6F & IC modifications (one way couplets in downtown area-local) | 1999 ITSP, 2001 RTP |
| Merced | 15.60-18.70 25.10-30.09 | Convert 4F to 6F | 199 ITSP, 2001 RTP |
| Merced | 18.70-21.60 30.09-34.76 | Convert 4F to 6F | 199 ITSP, 2001 RTP |
| Merced | 20.22 32.54 | Standiford Interchange | 2002 RTP |
| Merced | 21.60-23.80 34.76-38.30 | 4F to 6F through Atwater Merced to Atwater PM 11.65-21.76 and Buhach to Westside PM 20.37-25.16 (2001 RTP) | 199 ITSP, 2001 RTP |
| Merced | 22.60 36.37 | Kiernan Interchange | 2001 RTP |
| Merced | 28.60-32.30 46.02-51.98 | 4F to 6F Hammatt IC to Merced River Bridge (2001 RTP) | 199 ITSP, 2001 RTP |
| Merced | 29.50 47.47 | Merced River Bridge - widen from 4-6 | 2001 RTP |
| Stanislaus | 1.62 2.60 | SR-165 Lander Interchange | 2001 RTP |
| Stanislaus | 3.30-3.70 5.31-5.95 | Reconstruct IC - W. main St. | 2002 STIP Candidate |
| Stanislaus | 4.00-R10.90 6.43-17.54 | Convert 6F to 8F | 1999 ITSP |
| Stanislaus | R10.90-R22.60 17.54-36.37 | Widen from 6-lane freeway to 8-lane freeway | 2000 STIP Candidate |
| Stanislaus | R11.50-R11.90 18.50-14.48 | Modify IC - Mitchell Rd. | 2000 STIP Candidate |
| Stanislaus | 20.22 32.54 | Standiford Interchange | 2001 RTP |
| Stanislaus | 22.60 36.37 | Kiernan Interchange | 2001 RTP |
| Stanislaus | 22.60-R24.70 36.37-39.74 | Convert 6F to 8F | 1999 ITSP |
| San Joaquin | 1.00 1.60 | Construct Olive Rd. Overhead and Overcrossing | 2001 RTP |
| San Joaquin | 1.70-6.20 2.73-9.97 | Widen 6F to 8F Milgeo Ave. to Moffat (Long Term) | 2001 RTP 1999 ITSP |
| San Joaquin | 4.89 7.86 | New I/C and grade separation at SR-99 and Austin Rd. (Long Term) | 2001 RTP |
| San Joaquin | 5.80-15.00 9.33-24.13 | Widen to 6 lanes from SR-120 W I/C to .6 km N. of Arch Rd. | 2002 STIP - PID |
| San Joaquin | 6.20 -12.90 9.97-20.75 | Widen 6F to 8F Moffat to S. Stockton (Long Term) | 1999 ITSP |
| San Joaquin | 9.18 14.77 | Widen to 4 lanes with 2-lane ramps at SR-99 and Lathrop and N. Main | 2001 RTP |
| San Joaquin | 10.90-12.50 17.54-20.11 | Widen Bridge, realign ramp, rail upgrade from 1.6 miles N. of Lathrop Rd. to 2.4 miles S. of Arch Rd. O/C (Turner Station - S. of Arch Rd) | 2003 SHOPP - PID |
| San Joaquin | 14.60 -18.40 23.49-29.61 | Widen 6F to 8F Arch Rd to Crosstown (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 16.70 -17.20 26.87-27.67 | Reconstruct and combine Mariposa and Farmington Interchanges Stages 1 & 2 | 2001 RTP |
| San Joaquin | 18.14 29.19 | Reconstruct I/C at SR-99 and Main St. (Long Term) | 2001 RTP |

| | | | |
|-------------|------------------------------|--|-----------------------|
| San Joaquin | 18.60 -22.70 29.93-36.53 | Widen 6F to 8FCrosstown to Hammer Lane (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 19.29 31.04 | Reconstruct I/C at SR-26/SR-99 (Long Term) | 2001 RTP |
| San Joaquin | 20.33 32.71 | Reconstruct I/C at SR-88/SR-99 (Long Term) | 2001 RTP |
| San Joaquin | 20.87 33.58 | Reconstruct I/C at SR-99 and Cherokee Rd. (Long Term) | 2001 RTP |
| San Joaquin | 21.10-22.10 33.95-35.56 | SR-99 at Mariposa and Farmington Reconstruct and combine interchanges Stages 1 & 2 | 2001 RTP |
| San Joaquin | 21.10-22.10 33.95-35.56 | Construct new I/C from Calaveras River Underpass to Calaveras River O/C Bridge | 2002 STIP - PID |
| San Joaquin | 22.90 -25.40 36.85-40.87 | Widen 6F to 8F Hammer Lane to Eight Mile (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 24.00 38.62 | Modify Interchange at Morada Lane | 2001 RTP |
| San Joaquin | 25.40 40.87 | Reconstruct Interchange at Eight Mile Rd. | 2001 RTP |
| San Joaquin | 28.70 - 31.00 46.18-49.88 | Widen 4F to 6F N/O Harney Ln. to SR-12 E. | 1999 ITSP 2001 RTP |
| San Joaquin | 31.00 - 38.80 49.88-62.44 | Widen 4F to 6F SR-12 E. to Sacramento Co. Line | 1999 ITSP 2001 RTP |

RIGHT OF WAY ISSUES AND ENVIRONMENTAL CONDITIONS

The SR-99 Concept Facility of 6- or 8-lane freeway and the Ultimate Transportation Corridor of 8-lane freeway may appear to be the most viable options to meet the Level of Service demands anticipated for year 2025. However, the existing infrastructure, such as bridges, railroad tracks will hinder roadway expansion, or make the project far more costly than other alternatives.

As the addition of lanes to SR-99 may be impossible in some segments, alternatives may need to be considered to address the increased demand for service. Increasing the accessibility from SR-99 to I-5 may help to divert traffic. The identification of alternative routes and construction of a parallel highway east of SR-99 and along the foothills may also help to decrease service demands on SR-99 in the future.

Development in the Counties of Merced, Stanislaus, and San Joaquin to the concept level of a 6- or 8-lane freeway or to the UTC of an eight-lane freeway will require consideration of infrastructure modification and allocation, and several environmental factors.

The land uses along SR-99 are agriculture, single and multi-family residential, commercial, and light and heavy industrial. Acquisition of right of way to expand capacity may impact local neighborhoods and business, and/or farmlands and would require replacement of many existing bridges and interchanges.

In Merced County, expansion of SR-99 to the concept facility of eight lanes will require new right of way.

In Stanislaus County, most of SR-99 was upgraded to freeway standards in the 1960's and 70's. In most cases the median width is sufficient to widen to an 8-lane section. However, widening to 8-lanes on some sections of the highway may not meet the current design standards. In these cases, additional right of way may be required.

In San Joaquin County, SR-99 is designated as a freeway. However, the freeway was constructed in the 1950s with insufficient room for expansion. To meet the needs for the concept corridor, new right of way will be required.

In all cases where widening of SR-99 is considered, the full range of environmental specialty studies will be required. These studies will include: cultural, biological, water quality, air quality, noise, socioeconomic, hazardous waste, visual, and the cumulative impacts of all projects along the corridor. In addition, where areas have been designated as floodplains (most of Merced County), assessment of the impacts of any encroachments will be required.

As outlined above, any project to expand capacity along SR-99 will require extensive environmental review and in most cases will require an Environmental Impact Statement (EIS). Therefore, Planners and Project Managers should include sufficient time and resources for environmental review for these projects which will meet our future SR-99 transportation needs.

AIR QUALITY

SR-99 runs south/north within the San Joaquin Valley, which has been designated as a non-attainment area for ozone and particulate matter (PM-10), and as attainment areas in San Joaquin and Stanislaus counties and unclassified in Merced County for carbon monoxide (CO). State and federal laws require that all state and regional transportation plans include conformity with the Environmental Protection Agency's adopted State Implementation Plan (SIP) for air quality. Compliance with the conformity rule, mandates that adjacent non-attainment areas work together towards practical attainment strategies, such as the cooperation among the eight local transportation planning agencies (TPAs) within San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to Valley-wide non-attainment, the eight TPAs approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. This planning body developed another MOU with the SJVUAPCD. The major focus of this comprehensive, planning agreements was to reduce emissions through:

- Development and analysis of transportation control measures that each county could reasonably implement;
- Identification of effective transportation models that would generate a consistent analysis and reporting base; and,
- Satisfaction of conformity requirements for state and federal funds, especially TEA-21 funds.

The participation of San Joaquin County, Stanislaus County and Merced County in the MOUs are reflected in their updated Regional Transportation Plans. These RTPs identify projects aimed not only at Highway 99 road improvements, but also at transit projects focussed on reducing single-passenger vehicle trips as well as bicycle paths to make room for non-emission travel.

State and federal laws require that State and Regional Transportation Plans conform with the EPA's adopted State Implementation Plan (SIP) for air quality. The California Clean Air Act (CCAA) Amendments of 1990 established a requirement that Transportation Plans, Programs, and Projects conform to the SIP's purpose of attainment of the National Ambient Air Quality

Standards (NAAQS). Compliance with the conformity rule mandates that non-attainment areas work together toward practical attainment strategies. For example, the cooperation among the local Transportation Planning Agency's (TPA) within each county, Caltrans, and the respective Unified Air Pollution Control Districts (UAPCD).

ALTERNATIVE TRANSPORTATION

Fixed Route Transit and Demand Response Service

San Joaquin County

Intercity and Interregional Bus Service

The Stockton Metropolitan Area Rapid Transit (SMART) provides public transit service in San Joaquin County. In Fiscal Year 1994-95 SMART initiated Intercity Bus service and expanded its interregional subscription bus service. The service has since been expanded and modified to meet the demands of San Joaquin County commuters. The service connects to major employment centers and transit hubs in the Bay Area and in Sacramento.

Lodi Grapeline Expansion

The City of Lodi's fixed route service, the Grapeline, initiated service in FY 1994-95 with six routes hubbing out of the downtown area. This service provides service between Lodi, Galt, and Stockton along SR-99. SMART and the city of Lodi has established a Transfer Coordination program to create a "seamless" transit network, allowing North San Joaquin residents to transfer between the two systems at a discounted fare.

Downtown Stockton Transit Center

A site in downtown Stockton has been selected for a major transit center; an environmental impact analysis of the site is underway.

Stanislaus County

Fixed Route

The County of Stanislaus operates Stanislaus Regional Transit (StaRT) and provides fixed route bus serves, with inter-city transit between Modesto, Riverbank, Oakdale, Turlock, Patterson, and Newman.

The City of Modesto operates Modesto Area Express, or MAX and includes two commuter routes; one to Dublin BART station, and one to the Manteca-Lathrop ACE station, and provides connections to the Modesto Amtrak station.

Turlock operates the "Bus Line Service of Turlock, or BLAST, and has three routes.

Merced County

Fixed Route

There are currently seven urban routes operating within the City of Merced. There are also six routes providing services in and between rural areas within Merced County.

The Yosemite Area Regional Transportation Strategy (YARTS) contracts with Merced County Association of Governments to provide transit services to and from Yosemite National Park to communities within the counties of Merced, Mariposa, and Mono.

Tri-County Area

Dial A Ride and Local Transit Service

All major cities along SR-99 operate appropriate levels of transit service to meet the intra-city travel needs of their residents by providing Dial-A-Ride services. Private inter-city operators such as Greyhound, provide scheduled bus service on a local and express basis. Numerous charter bus companies operate on the route, providing sightseeing and special tours.

Rail

The San Joaquin Valley is served by the Amtrak "San Joaquins" on a daily basis. The San Joaquins offer four daily northbound and southbound trains, connecting Los Angeles, Oakland and Sacramento via Stockton. The route also includes dedicated feeder bus service connecting the cities of Stockton to San Jose, via Tracy and connecting Stockton to Sacramento. Direct train service, replacing the bus, between Stockton and Sacramento is subject of current negotiations between the State and Southern Pacific Railroad (SPRR).

In San Joaquin County, the Altamont Commuter Express (ACE) rail service is part of a multi-modal solution to improving traffic flow and linkage between the San Joaquin Valley and the Bay Area. ACE will continue adding trains as the demand increases.

Airports

In San Joaquin County, the Stockton Metropolitan Airport is the only public access airport that serves along side SR-99. The airport currently provides service to Phoenix three times a day. Commuters from the Bay Area may prefer traveling from Stockton to avoid Bay Area congested highways and high rate parking.

The Modesto City-County Airport near SR-99 provides the only commercial service in the Stanislaus County with daily scheduled commuter flights to San Francisco. The facility primarily serves small, single engine aircraft.

In Merced County, the former Castle Air Force Base near SR-99 is being converted to the Castle Airpark, a civilian airport. A diversified facility could include private aviation, commercial passenger service, aviation maintenance, aviation education, and possibly agricultural/air cargo. The Merced Municipal Airport is the only airport in Merced County that provides commercial air passenger service and is the only regionally significant airport in the county according to the criteria used by the Civil Aeronautics Board as it is capable of handling turbo jet aircraft.

Bicycle Facilities

In Merced County, SR-99 is open to bicycles from Vista Avenue Left to Gerard Avenue (PM 1.56 -12.37), and Grove Avenue Left/Olive Avenue Right to Golden St. Blvd. (PM 24.58 to 36.34). SR-99 is closed to bicycles from the Madera/Merced County Line to Vista Avenue (PM 09.00 –

01.56), Gerard Avenue to Grove Avenue Left/Olive Avenue Right (PM 12.37 – 24.58), and Golden State Boulevard to end of County (PM 36.34 – 37.30).

In Stanislaus County, SR-99 is open to bicycles from Taylor Road to Mitchell Road (PM 06.75 – 10.04). SR-99 is closed to bicycles from the Stanislaus County Line to Taylor Road (PM 00.00 – 06.75), and Mitchell Road to end of County (PM 10.04 – 24.75).

SR-99 is closed to bicycles throughout San Joaquin County.

Park and Ride Lots

Currently eight park and ride lots exist along SR-99 through District 10.

| City | Location | County | Spaces |
|-------------|--|---------------|---------------|
| Turlock | SR-99 and Fulkerth Rd. | Stanislaus | 13 |
| Modesto | Vintage Fair Mall at Dale Road | Stanislaus | 135 |
| Manteca | N.E. Corner of SR-99 and Austin Rd. | San Joaquin | 124 |
| Stockton | SR-99 at Waterloo Rd. – Best Western | San Joaquin | 52 |
| Stockton | S.W. Corner of Hammer Lane in Stockton – Walmart | San Joaquin | 52 |
| Stockton | SR-99 at Hammer Lane and Frontage Rd. | San Joaquin | 52 |
| Lodi | N.E. Corner of Route 12/Victor Rd | San Joaquin | 40 |
| Lodi | SR-99 and Victor Road - UJ Restaurant | San Joaquin | 52 |

These facilities serve as meeting locations for carpools and vanpools and encourage ridesharing along the SR-99 corridor.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and possibly reducing the number of incidents through ITS. ITS is designed to identify non-recurring incidents and remove them from the highway as quickly and efficiently as possible. ITS also provides benefits for traveler information and congestion management through changeable message signs, ramp metering, and automated warning systems. Currently, there are no ramp meters installed on SR-99.

District 10 has embarked on a program of advanced technology to meet our present and future traffic demands. The 10-year Transportation Management System Plan proposes ITS connectors along the SR-99 corridor, such as Automated Warning Systems, Changeable Message Signs, and Weather Condition Detectors (District 10 Long Range Operational Plan).

A San Joaquin Valley ITS Strategic Deployment Plan (SJV ITS SDP) has recently been completed for the eight Valley counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kern, Kings, and Tulare. The Plan includes recommendations for Valley-wide and inter-jurisdictional initiatives to address problems that affect the entire region, as well as recommendations for projects that will address specific local problems throughout the Valley. The San Joaquin Valley ITS Strategic Deployment Plan is intended to provide a starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years. Please refer to Appendix 3 for ITS projects currently planned or programmed on SR-99 within the counties of Merced, Stanislaus, and San Joaquin.

SR-99: MERCED COUNTY – SEGMENT 1 FACT SHEET

Location: Madera/Merced Co. Line to 1.10
Miles N. of Mariposa Way
Post Mile: PM 0.00 - 10.50
Kilometer Post: KP 00.00-16.90
Length: 10.5 miles/16.90 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data 4-Lane Expressway Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 (6-Lane Freeway) | 2025 (6-Lane Freeway) |
|----------------------|------------------------|-----------------------|-----------------------|
| LOS | B | C | C |
| V/C | .48 | .58 | .68 |
| ADT | 34,200 | 62,000 | 74,000 |
| Peak Hour Volume | 3,500 | 6,200 | 7,400 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 19% | 19% | 19% |

Concept Facility 6-lane, Freeway*; LOS C

A project is currently programmed within this segment to widen the existing 4-lane expressway to a 6-lane freeway. The concept facility for SR-99 at the county line in District 6 is 4-lanes and is based on funding constraints. The District 10 concept facility is not based on funding constraints.

Ultimate Transportation Corridor 8-lane Freeway*

*HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction Merced County Association of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------|--------------|---------------------------------|----------------|
| Merced | 1 1.60 | Closed Circuit TV Cameras & CMS | Inactive SHOPP |
| Merced | 1.62 2.60 | SR-165 Lander Interchange | 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|--------------------------|--|--------------------|
| Merced | 0.00-4.50 0.00-7.24 | Convert 4-lane expressway to 6-lane freeway on 8-lane R/W. | PA&ED 1998 STIP |
| Merced | 4.60-10.50 7.40-16.89 | Convert 4-lane expressway to 6-lane freeway on 8-lane R/W. | PA&ED 1998 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles (Open PM 1.57-10.5) | x | |

***Right of Way and Shoulder Information**

The R/W is 220 ft. wide. There is a programmed project to widen this segment to a 6-lane freeway on 8-lane Right-of-Way from PM 0.0-10.5.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact – if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 Year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | High |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .40 | 1.23 | .47 | 1.04 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 2 FACT SHEET

Location: 1.10 Miles N. of Mariposa Way
to Mission Avenue
Post Mile: PM 10.50 – 11.65
Kilometer Post: KP 16.89 – 18.74
Length: 1.15 miles/1.85 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data

4-lane Expressway

Average Highway Speed 65 mph

| | 2000 Existing Facility: | 2015 (4-Lane Freeway) | 2025 (4-Lane Freeway) |
|-----------------------------|----------------------------|--------------------------|--------------------------|
| LOS | B | D | E |
| V/C | .47 | .82 | .99 |
| ADT | 34,200 | 57,700 | 70,500 |
| Peak Hour Volume | 3,400 | 5,800 | 7,000 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 18% | 18% | 18% |

Concept Facility

6-lane Freeway*; LOS C

A project is currently programmed within this segment to convert the existing 4-lane expressway to a 4-lane freeway.

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments,
City of Merced

Planned Project(s) There are no planned projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|--------------------------|---|----------------------|
| Merced | 10.2-12.8 16.41-20.59 | Convert 4-lane expressway to 4-lane freeway on 8-lane freeway R/W, Healy IC | PS&E, R/W, 1998 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles (Open PM 10.5-12.37) | x | |

***Right of Way and Shoulder Information**

The R/W is 220 - 320 feet. There is sufficient R/W available in the center median to widen this segment to the concept facility of 6 lanes. There is a programmed project to convert 4-lane expressway to 4-lane freeway on 8-lane freeway R/W from PM 10.2-12.8.

Air Quality/Environmental Status

| *Air QualityOzone | Particulate Matter | Carbon Monoxide |
|-------------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designates non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

***Environmental Status**

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|--|
| Flood Plains | 100 Year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|-----------------------------|---------------------------------------|-------------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .40 | 1.23 | .47 | 1.04 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 3 FACT SHEET

Location: Mission Ave to .22 Miles S. of Childs
Ave. NB Off
Post Mile: PM 11.65 - 12.80
Kilometer Post: KP 18.74 - 20.59
Length: 1.15 miles/1.85 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data

4-lane Expressway

Average Highway Speed 65 mph

| | 2000 Existing Facility: | 2015 (4-Lane Freeway) | 2025 (4-Lane Freeway) |
|-----------------------------|----------------------------|--------------------------|--------------------------|
| LOS | C | D | F |
| V/C | .49 | .86 | 1.03 |
| ADT | 32,500 | 58,000 | 69,000 |
| Peak Hour Volume | 3,250 | 5,800 | 6,900 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 18% | 18% | 18% |

Concept Facility

6-lane Freeway*; LOS D

A project is currently programmed within this segment to convert the existing 4-lane expressway to a 4-lane freeway.

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments,
City of Merced

Planned Project(s) There are no planned projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|--------------------------|---|-------------------------|
| Merced | 10.2-12.8 16.41-20.59 | Convert 4-lane expressway to 4-lane freeway on 8-lane freeway R/W, Healy IC | PS&E, R/W, 1998 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles (Open PM 10.5-12.37) | x | |

***Right of Way and Shoulder Information**

The R/W is 220 - 320 feet. There is sufficient R/W available in the center median to widen this segment to the concept facility of 6 lanes. There is a programmed project to convert 4-lane expressway to 4-lane freeway on 8-lane freeway R/W from PM 10.2-12.8.

Air Quality/Environmental Status

***Air Quality**

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

***Environmental Status**

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|--|
| Flood Plains | 100 Year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Traffic Collision Rate
(per million vehicle miles traveled)**

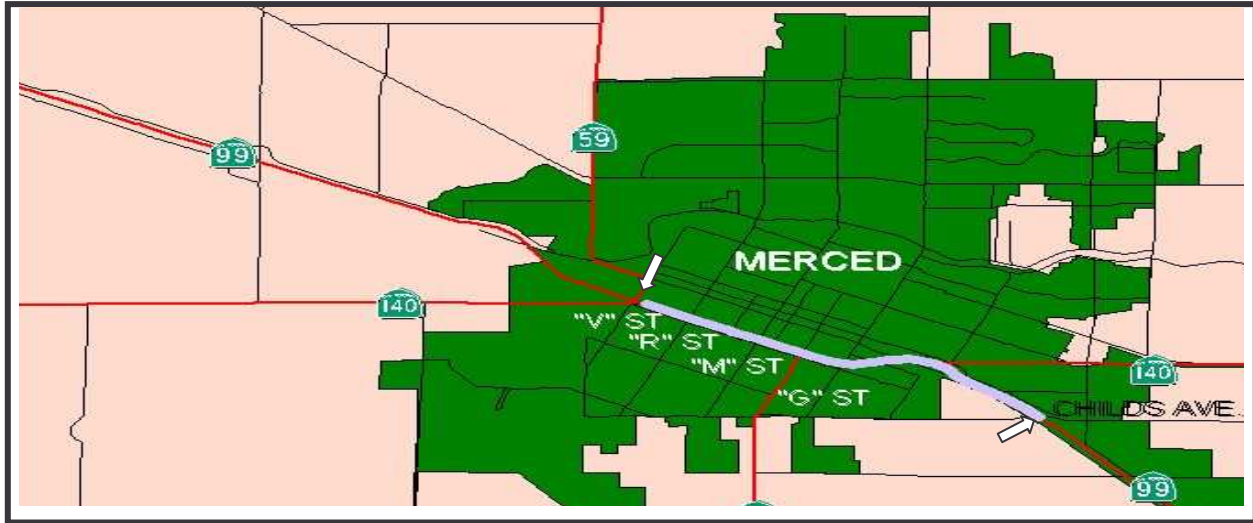
| Actual Accident Rate | | Statewide Average Rate | |
|-----------------------------|---------------------------------------|-------------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .40 | 1.23 | .47 | 1.04 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 4 FACT SHEET

Location: .22 Miles S. of Childs Ave. NB Off to
Jct. Rte. 140 W. Rte. 59 N
Post Mile: PM 12.80 - 15.77
Kilometer Post: 20.59 - 25.37
Length: 2.97 miles/4.77 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .54 | .99 | 1.06 |
| ADT | 43,100 | 78,400 | 84,000 |
| Peak Hour Volume | 3,900 | 7,100 | 7,900 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 15% | 15% | 15% |

Concept Facility

6-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments,
City of Merced

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|---|------------------------|
| Merced | 12.80-15.60 20.59-25.10 | Convert 4F to 6F & IC modifications (one way couplets in downtown area-local) | 1999 ITSP, 2001 RTP |
| Merced | 15.60-18.70 25.10-30.09 | Convert 4F to 6F | 1999 ITSP, 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|--|---------------------|
| Merced | 13.90-14.40 22.36-23.17 | Widen 15th St UC and Replace Merced OH | PA&ED 2000 SHOPP |
| Merced | 14.70 23.65 | Provide right and left turn channelization | 2002 Minor |
| Merced | 15.20-16.20 24.46-26.07 | Modify Interchange | 1997 SHOPP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The Right of Way width is 180-300 ft. In order for Caltrans to widen this segment to the concept facility of 6 lanes and eventually widen to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 Year |
| Wetlands | Low |
| Special Status Species | Moderate |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

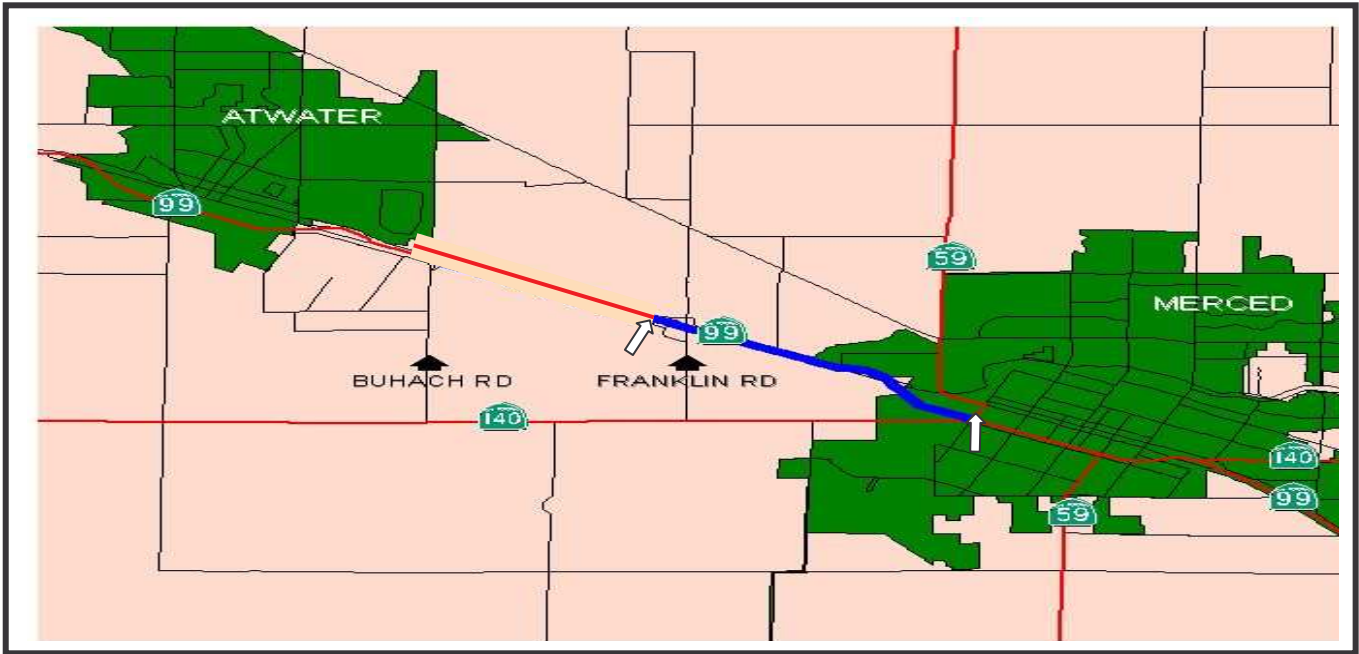
| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .53 | 1.93 | .30 | .82 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 5 FACT SHEET

Location: Jct. Rte. 140 W. Rte. 59 N. to
.10 Miles N. of Franklin Rd.
Post Mile: PM 15.77 – 18.60
Kilometer Post: KP 25.37 – 29.93
Length: 2.83 miles/4.55 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes/No 16.56-18.60
Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .54 | .94 | 1.01 |
| ADT | 38,500 | 68,700 | 74,000 |
| Peak Hour Volume | 5,000 | 6,900 | 7,400 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 15% | 15% | 15% |

Concept Facility

6-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments,
City of Merced

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|------------------|------------------------|
| Merced | 15.60-18.70 25.10-30.09 | Convert 4F to 6F | 1999 ITSP, 2001 RTP |
| Merced | 18.70-21.60 30.09-34.76 | Convert 4F to 6F | 1999 ITSP, 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|-------------------------------------|-----------------------|
| Merced | 15.20-16.20 24.46-26.07 | Modify Interchange R&V Street Ramp | 1997 SHOPP |
| Merced | 16.50-16.70 26.55-26.87 | Replace Structures - West Merced OH | 1999 SHOPP PS&E/RW |
| Merced | 17.60-24.50 28.32-39.42 | AC overlay and widen shoulders | 2001 SHOPP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The right of Way width is 220 feet. In order for Caltrans to widen this segment of the concept facility of 6 lanes and eventually widen it to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 Year |
| Wetlands | Low |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate/High |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .39 | .98 | .26 | .67 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 6 FACT SHEET

Location: .10 Miles N. of Franklin Rd. to Buhach Rd.

Post Mile: PM 18.60 - 20.52

Kilometer Post: KP 29.93 - 33.02

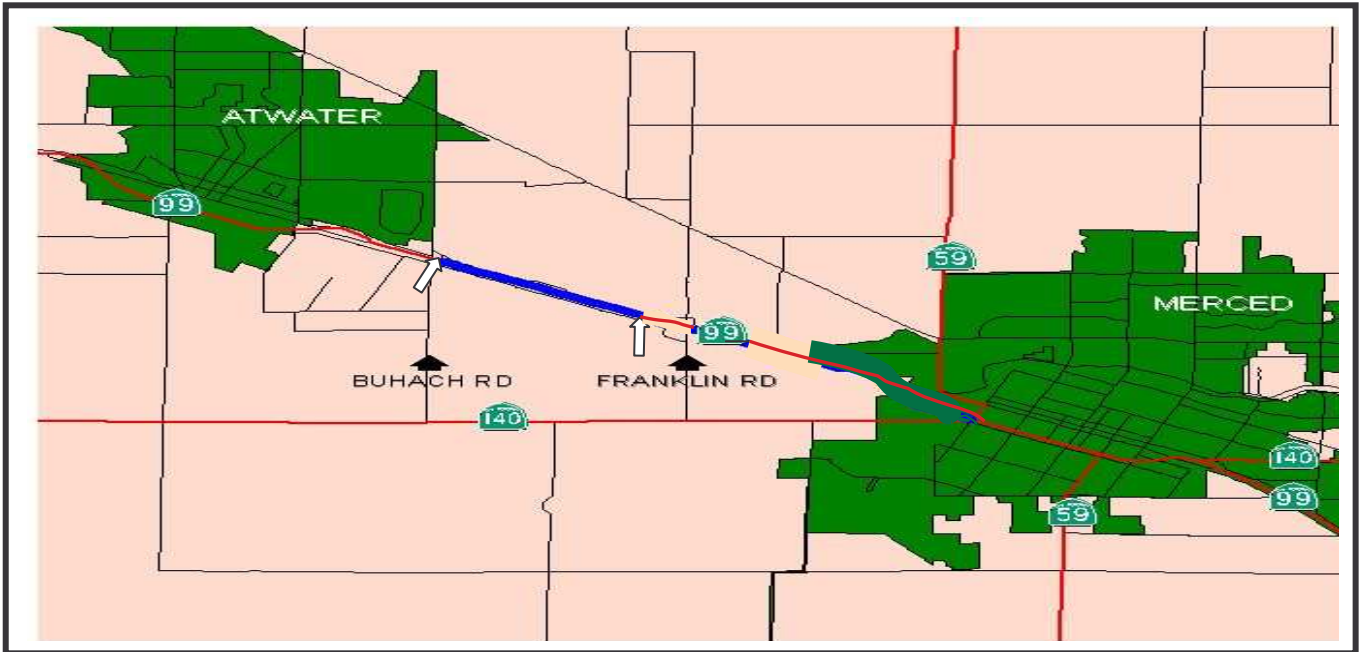
Length: 1.92 miles/3.09 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Rural 18.60-20.07
Urban 20.07-20.52*

Within City Limits: No

Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .54 | .94 | 1.01 |
| ADT | 38,500 | 68,700 | 74,000 |
| Peak Hour Volume | 5,000 | 6,900 | 7,400 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 15% | 15% | 15% |

Concept Facility

6-lane Freeway*; LOS C

Ultimate Transportation Corridor

8-lane Freeway*

This segment is considered a rural area for determining future LOS and concept facility in consideration of the small portion that is urban and the underdeveloped characteristics of the surrounding community. HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments,
City of Merced

Planned Project(s)

| County | PM/KP | Description | Designation |
|---------------|------------------------------------|-------------------------|--------------------------------|
| <i>Merced</i> | <i>15.60-18.70 25.10-30.09</i> | <i>Convert 4F to 6F</i> | <i>1999 ITSP, 2001 RTP</i> |
| <i>Merced</i> | <i>18.70-21.60 30.09-34.76</i> | <i>Convert 4F to 6F</i> | <i>1999 ITSP, 2001 RTP</i> |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|---------------|------------------------------------|---|-----------------------------------|
| <i>Merced</i> | <i>15.20-16.20 24.46-26.07</i> | <i>Modify Interchange R&V Street Ramp</i> | <i>1997 SHOPP</i> |
| <i>Merced</i> | <i>16.50-16.70 26.55-26.87</i> | <i>Replace Structures - West Merced OH</i> | <i>1999 SHOPP PS&E/RW</i> |
| <i>Merced</i> | <i>17.60-24.50 28.32-39.42</i> | <i>AC overlay and widen shoulders</i> | <i>2001 SHOPP</i> |

System Designations

| System Designations | YES | NO |
|--|------------|-----------|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The right of Way width is 220 feet. In order for Caltrans to widen this segment of the concept facility of 6 lanes and eventually widen it to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 Year |
| Wetlands | Low |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate/High |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .39 | .98 | .26 | .67 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 7 FACT SHEET

Location: Buhach Rd. to .33 miles N. of W. Atwater OH

Post Mile: PM 20.52 - 23.80

Kilometer Post: KP 33.02 - 38.30

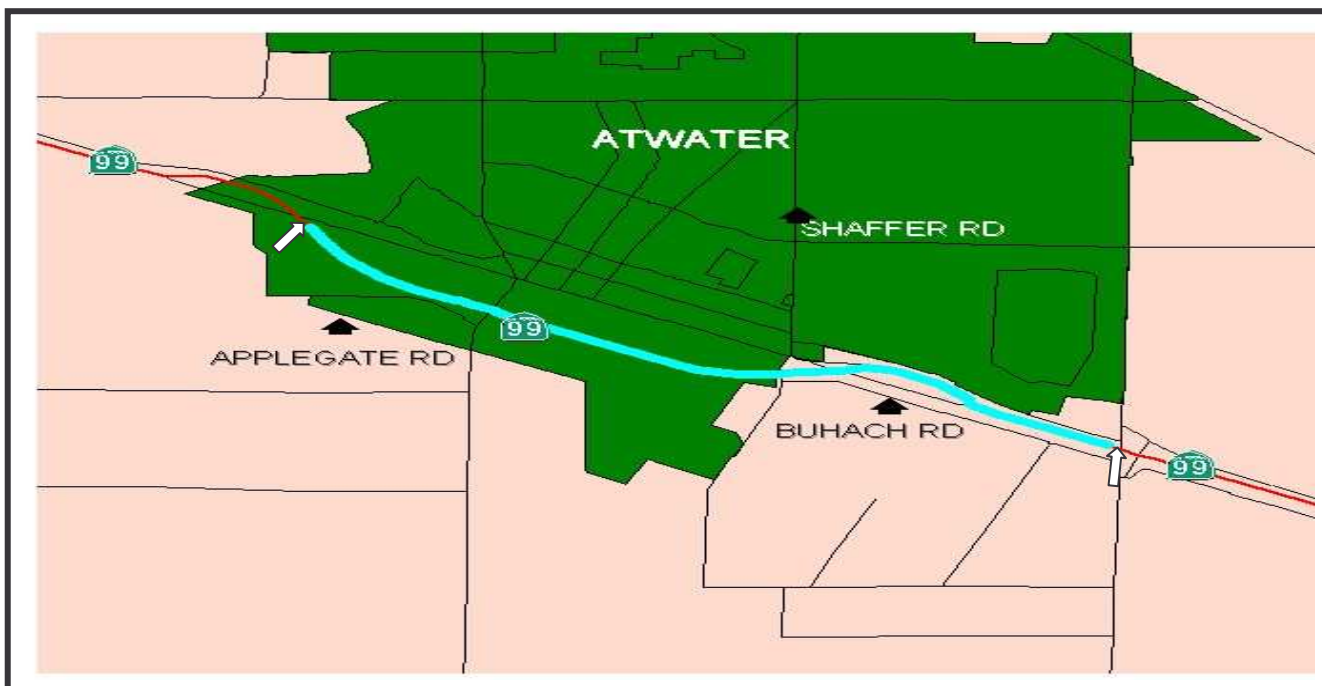
Length: 3.28 miles/5.27 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urban

Within City Limits: No/Yes 21.766-23.80

Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | D | D |
| V/C | .54 | .82 | .88 |
| ADT | 38,500 | 58,600 | 62,900 |
| Peak Hour Volume | 4,100 | 5,900 | 6,300 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 15% | 15% | 15% |

Concept Facility

6-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

*HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|--|------------------------|
| Merced | 21.60-23.80 34.76-38.30 | 4F to 6F through Atwater Merced to Atwater 11.65-21.76 and Buhach to Westside 20.37-25.16 (2001 RTP) | 1999 ITSP, 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|--------------------------------|-------------|
| Merced | 17.60-24.50 28.32-39.42 | AC overlay and widen shoulders | 2001 SHOPP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

Right of Way width is 220 feet. In order for Caltrans to widen this segment to the concept facility of 6 lanes and eventually widen to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

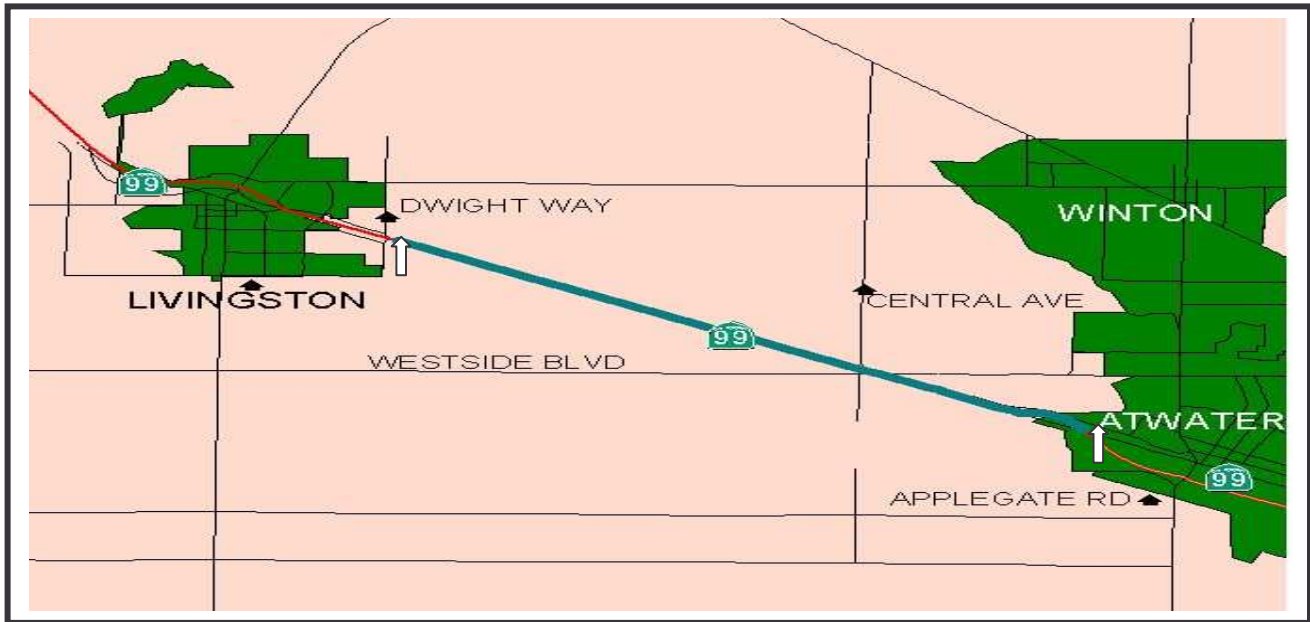
| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .24 | .94 | .26 | .72 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 8 FACT SHEET

Location: .33 miles N. of W. Atwater OH to .12 miles N. of Dwight Way
Post Mile: PM 23.80 - 28.60
Kilometer Post: KP 38.30 - 46.02
Length: 4.80 miles/7.72 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban 23.80-24.14*, Rural 24.14-28.48, Urban 28.48-28.60*
Within City Limits: No
Terrain: Flat



Traffic Forecast Data

4-lane Expressway

Average Highway Speed 65 mph

| | 2000 Existing Facility: | 2015 (4-Lane Freeway) | 2025 (4-Lane Freeway) |
|-----------------------------|-------------------------|-----------------------|-----------------------|
| LOS | C | E | F |
| V/C | .55 | .58 | .69 |
| ADT | 39,000 | 62,000 | 73,500 |
| Peak Hour Volume | 3,900 | 6,200 | 7,300 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane, Freeway*; LOS C

A project is currently programmed to widen the existing 4-lane expressway within this segment to a 6-lane freeway.

Ultimate Transportation Corridor

8-lane Freeway*

This segment is considered a rural area for future LOS and concept facility determination in consideration of the small portion that is urban and the underdeveloped characteristics of the surrounding community. HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s) There are no planned projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|-------------|---|--------------------|
| Merced | 23.80-26.80 | Convert 4-lane expressway to 6-lane freeway on 8-lane Right of Way . | PA&ED 1998 STIP |
| Merced | 24.60-27.90 | Close median cross over & construct frontage Rd. | PA&ED 1998 STIP |
| Merced | 26.80-28.60 | Convert 4-lane expressway to 6-lane freeway and I/C at Sultana Dr. on 8-lane Right of Way | PA&ED 1998 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles (Open PM 24.58-28.48) | x | |

***Right of Way and Shoulder Information**

The Right of Way width is 220. There is a programmed project to widen from 4 to 6-lanes on 8-lane R/W.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Moderate |
| Special Status Species | Moderate |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .28 | .80 | .37 | .82 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 9 FACT SHEET

Location: .12 miles N. of Dwight Way to .4 mi.
S. of Merced River Bridge
Post Mile: PM 28.60 - 30.62
Kilometer Post: KP 46.02 - 49.27
Length: 2.02 miles/3.25 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: No/Yes 28.87-29.85
Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .53 | .92 | 1.11 |
| ADT | 37,700 | 65,500 | 79,000 |
| Peak Hour Volume | 3,900 | 5,500 | 7,900 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------|----------------------------|---|------------------------|
| Merced | 28.60-32.30 46.02-51.98 | 4F to 6F Hammatt IC to Merced River Bridge (2001 RTP) | 1999 ITSP, 2001 RTP |
| Merced | 29.50 47.47 | Merced River Bridge - widen from 4-6 | 2001 RTP |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | X | |

***Right of Way and Shoulder Information**

The right of way width is 220 feet. In order for Caltrans to widen this segment to the concept facility of 6-lanes and the ultimate transportation corridor of 8-lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate/High |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

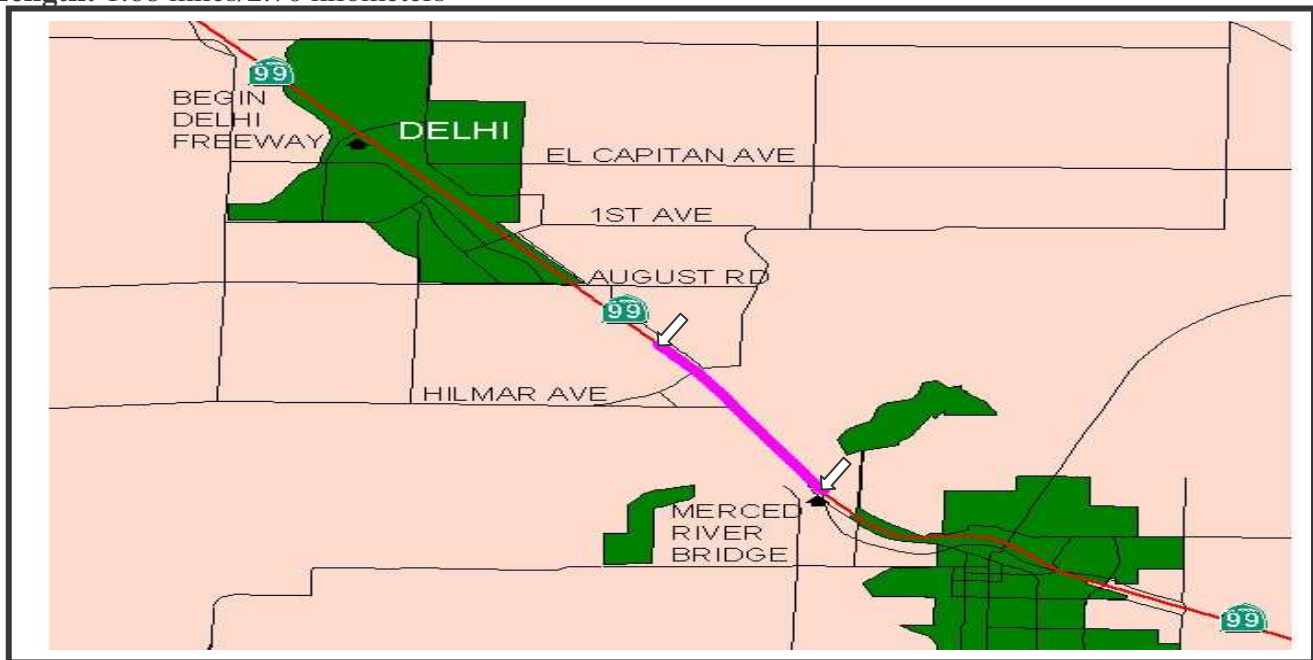
| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .23 | .64 | .32 | .86 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 10 FACT SHEET

Location: .4 mi. S. of Merced River Bridge to .55 miles S. of August Rd
Post Mile: PM 30.62 - 32.30
Kilometer Post: KP 49.27 - 51.98
Length: 1.68 miles/2.70 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: No
Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .53 | .91 | 1.10 |
| ADT | 37,700 | 64,200 | 78,200 |
| Peak Hour Volume | 3,800 | 6,400 | 7,800 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

*HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|---------------|----------------------------|--|--------------------------------|
| <i>Merced</i> | 28.60-32.30 46.02-51.98 | <i>4F to 6F Hammatt IC to Merced River Bridge (2001 RTP)</i> | <i>1999 ITSP, 2001 RTP</i> |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | X | |

***Right of Way and Shoulder Information**

The Right of Way width is 160-500 ft. In order for Caltrans to widen this segment to the concept facility of 6-lanes and eventually widen to the ultimate transportation corridor of 8-lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designates non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | High |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .39 | .96 | .34 | .91 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 11 FACT SHEET

Location: .55 miles S. of August Rd. to End
Delhi Freeway
Post Mile: PM 32.30 - 35.00
Kilometer Post: KP 51.98 - 56.32
Length: 2.70 miles/4.34 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban 32.30-32.55*
Rural 32.55-35.00
Within City Limits: Yes*/No
Terrain: Flat



Traffic Forecast Data 4-lane Expressway Average Highway Speed 65 mph

| | 2000 Existing Facility: | 2015 (4-Lane Freeway) | 2025 (4-Lane Freeway) |
|-----------------------------|----------------------------|--------------------------|--------------------------|
| LOS | C | D | F |
| V/C | .55 | .86 | 1.04 |
| ADT | 39,400 | 61,200 | 74,400 |
| Peak Hour Volume | 3,900 | 6,100 | 7,400 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane Freeway*; LOS C

A project is currently programmed to convert the existing 4-lane expressway to a 4-lane freeway.

Ultimate Transportation Corridor

8-lane Freeway*

This segment is considered a rural area for determining future LOS and concept facility in consideration of the small portion that is urban and the underdeveloped characteristics of the surrounding community. HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s) There are no planned projects within this segment.

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|-----------------------------|--|---------------------------|
| Merced | 32.20-R36.40 51.81-58.57 | Convert 4-lane expressway to 4-lane freeway. | Construction 1996 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | X | |

***Right of Way and Shoulder Information**

The Right of Way width is 250 to 430 feet. In order for Caltrans to widen this segment to the concept facility of 6-lanes and eventually widen to the ultimate transportation corridor of 8-lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .37 | .90 | .26 | .60 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 12 FACT SHEET

Location: End Delhi Freeway to .26 miles N. of
NB off to Golden State Blvd.

Post Mile: PM 35.00 - 36.40

Kilometer Post: KP 56.32 - 58.57

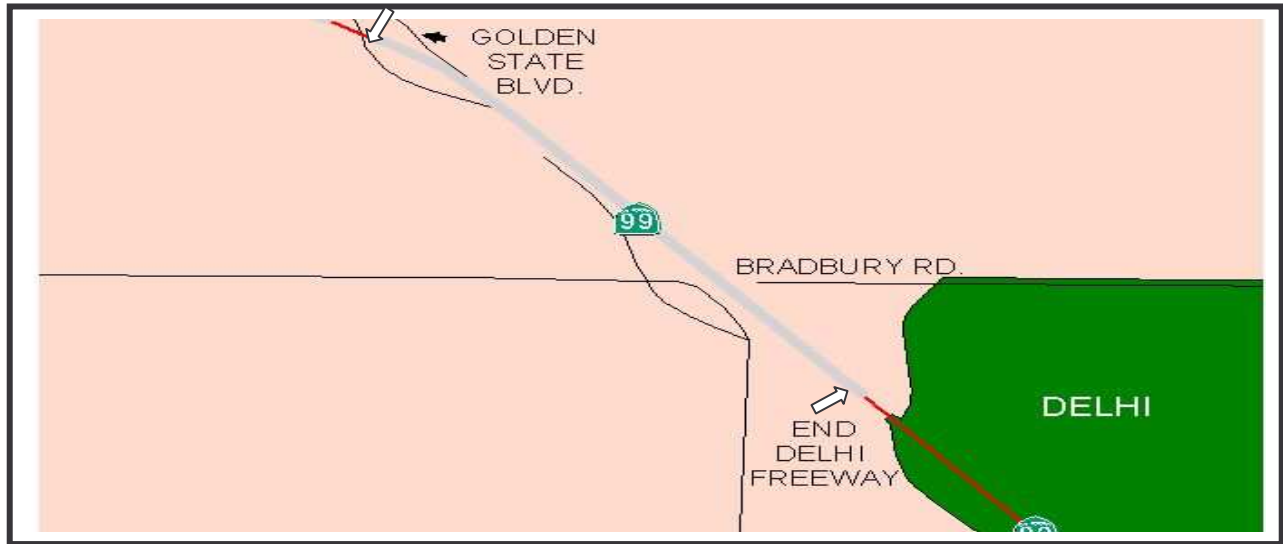
Length: 1.40 miles/2.25 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Rural

Within City Limits: No

Terrain: Flat



Traffic Forecast Data

4-lane Expressway

Average Highway Speed 65 mph

| | 2000 Existing Facility: | 2015 (4-Lane Freeway) | 2025 (4-Lane Freeway) |
|-----------------------------|----------------------------|--------------------------|--------------------------|
| LOS | C | E | F |
| V/C | .60 | 1.00 | 1.19 |
| ADT | 43,000 | 71,000 | 85,000 |
| Peak Hour Volume | 4,300 | 7,100 | 8,600 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane, Freeway*; LOS C

A project is currently programmed within this segment to convert the existing 4-lane expressway to a 4-lane freeway.

Ultimate Transportation Corridor

8-lane Freeway*

*HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s) There are no planned projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------|-----------------------------|--|---------------------------|
| Merced | 32.20-R36.40 51.81-58.57 | Convert 4-lane expressway to 4-lane freeway. | Construction 1996 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | X | |

***Right of Way and Shoulder Information**

The Right of Way is 220-1000 feet. In order for Caltrans to widen this segment to the concept facility of 6-lanes and eventually widen to the ultimate transportation corridor of 8-lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low |
| Special Status Species | Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .46 | .97 | .36 | .80 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: MERCED COUNTY – SEGMENT 13 FACT SHEET

Location: 26 miles N. of NB off to Golden State Blvd. To the Merced/Stanislaus County Line

Post Mile: PM 36.40 - R37.30

Kilometer Post: KP 58.57 - R60.02

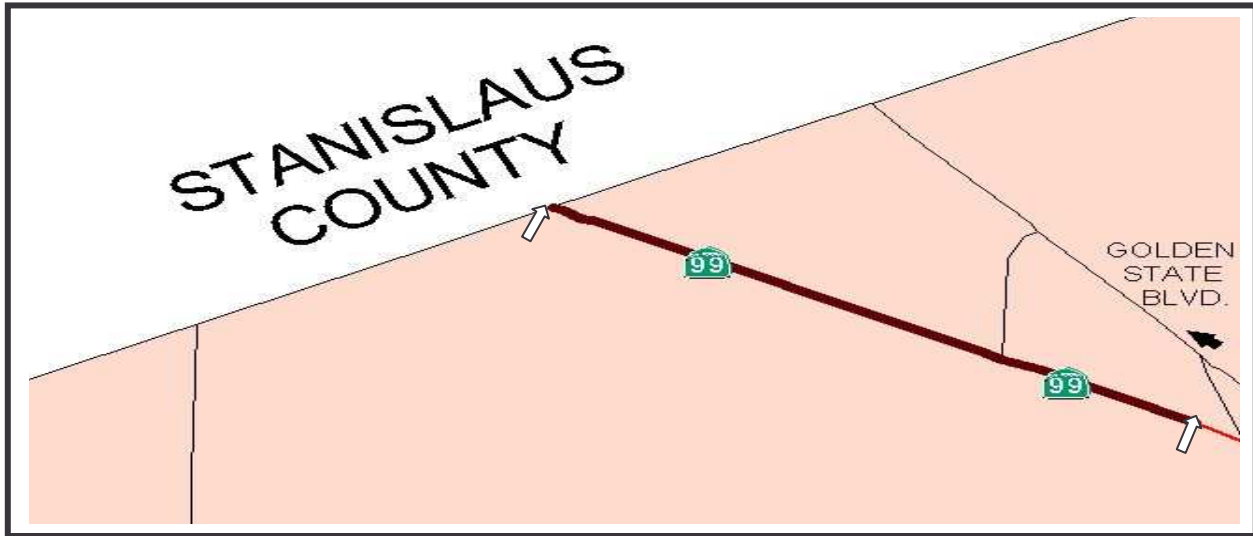
Length: .90 miles/1.44 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Rural

Within City Limits: No

Terrain: Flat



Traffic Forecast Data 6-lane Freeway Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | B | C | C |
| V/C | .36 | .50 | .62 |
| ADT | 42,000 | 62,100 | 76,700 |
| Peak Hour Volume | 4,000 | 6,100 | 6,900 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane, Freeway*; LOS C

Ultimate Transportation Corridor

8-lane Freeway*

*HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

Merced County Association of Governments

Planned Project(s) There are no planned projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

Programmed Project(s)

| County | PM/KP | Description | Designation |
|---------------|---------------------|---|---------------------------------|
| <i>Merced</i> | <i>R36.70-37.30</i> | <i>Median Barrier & CMS, CCTV, Weather Stations & TMS</i> | <i>PA&ED 2000 SHOPP</i> |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

*Right of Way and Shoulder Information

The Right of Way width is 290 feet. In order for Caltrans to widen this segment to the ultimate transportation corridor of 8-lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Unclassified |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low |
| Special Status Species | Low/Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .18 | .43 | .21 | .48 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 1 FACT SHEET

Location: Merced/Stanislaus County Line to
Jct. Rte. 165

Post Mile: PM 0.00 – R01.63

Kilometer Post: KP 0.00- R02.62

Length: 1.63 miles/2.62 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Rural

Within City Limits: No

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | B | C | C |
| V/C | .39 | .52 | .58 |
| ADT | 46,100 | 61,800 | 68,400 |
| Peak Hour Volume | 4,500 | 6,300 | 6,700 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

6-lane, Freeway; LOS C

Ultimate Transportation Corridor

8-lane Freeway

Local Planning Jurisdiction

Stanislaus Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|------------|--------------|---------------------------|-------------|
| Stanislaus | 1.62 2.60 | SR-165 Lander Interchange | 2001 RTP |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 290 ft. wide. In order for Caltrans to widen this segment to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low |
| Special Status Species | Low/Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .16 | .56 | .19 | .46 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 2 FACT SHEET

Location: Jct. Rte. 165 to .4 miles N. of Keyes Road

Post Mile: PM R01.63-R08.16

Kilometer Post: KP R02.62-R13.13

Length: 6.53 miles/10.50 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urban

Within City Limits: Yes/No

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|-----------------------------------|---------------------------------|---------------------------------|
| LOS | C | D | E |
| V/C | .57 | .84 | 1.00 |
| ADT | 61,400 | 90,900 | 107,600 |
| Peak Hour Volume | 6,135 | 9,100 | 10,800 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 15% | 15% | 15% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Turlock

Stanislaus Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------------|-----------------------------------|-------------------------------------|--------------------------------|
| <i>Stanislaus</i> | <i>3.30-3.70 5.31-5.95</i> | <i>Reconstruct IC - W. main St.</i> | <i>2002 STIP Candidate</i> |
| <i>Stanislaus</i> | <i>4.00-R10.90 6.43-17.54</i> | <i>Convert 6F to 8F</i> | <i>1999 ITSP</i> |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------------|------------------------------------|--|---------------------------------|
| <i>Stanislaus</i> | <i>R5.60 R9.01</i> | <i>Modify IC - In Turlock at Monte Vista Ave. UC</i> | <i>2000 Minor</i> |
| <i>Stanislaus</i> | <i>R6.80-9.70 R10.94-15.61</i> | <i>Construct Median Barrier, Install CMS, CCTV, Weather Station, & TMS - Taylor Rd. UC</i> | <i>PA&ED 2000 SHOPP</i> |

System Designations

| System Designations | YES | NO |
|--|------------|-----------|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles (Open PM 6.75-10.04) | X | |

***Right of Way and Shoulder Information**

The R/W is 125-180 ft. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .28 | .76 | .21 | .58 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 3 FACT SHEET

Location: .4 miles N. of Keyes Road .3 Miles N.
of Service Rd.

Post Mile: PM R08.16-R10.90

Kilometer Post: KP R13.13-R17.54

Length: 2.74 miles/4.40 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urbanized

Within City Limits: No

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | D | E |
| V/C | .65 | .84 | 1.00 |
| ADT | 70,100 | 89,800 | 107,900 |
| Peak Hour Volume | 7,000 | 9,000 | 10,800 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 15% | 15% | 15% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Modesto
Stanislaus Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|------------|----------------------------|------------------|-------------|
| Stanislaus | 4.00-R10.90 6.43-R17.54 | Convert 6F to 8F | 1999 ITSP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|------------|----------------------------|---|---------------------|
| Stanislaus | R6.80-9.70 R10.94-15.61 | Construct Median Barrier, Install CMS, CCTV, Weather Station, & TMS - Taylor Rd. UC | PA&ED 2000 SHOPP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles (Open PM 6.75-10.04) | x | |

***Right of Way and Shoulder Information**

The R/W is 200-230 feet. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .18 | .65 | .60 | 1.47 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 4 FACT SHEET

Location: .3 Miles N. of Service Rd. to Hatch Rd.
Overcrossing

Post Mile: PM R10.90-R13.26

Kilometer Post: KP R17.54-R21.33

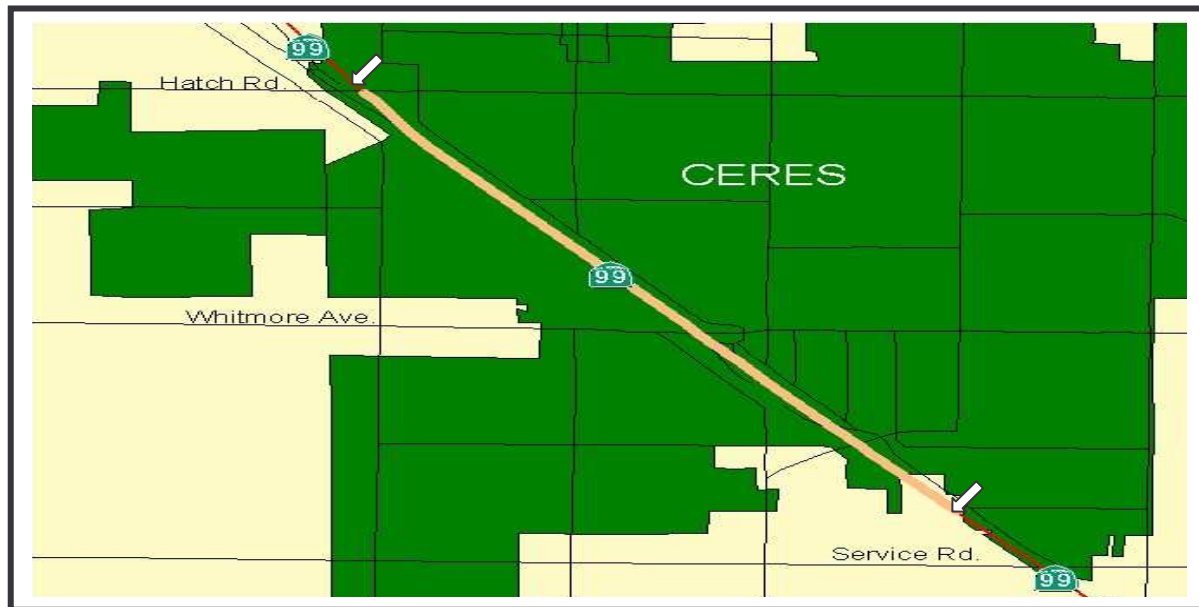
Length: 2.36 miles/3.79 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urbanized R10.91-R12.093*
Rural R12.093-R13.26

Within City Limits: Yes*/No

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | D | E |
| V/C | .61 | .76 | .91 |
| ADT | 74,300 | 92,300 | 110,600 |
| Peak Hour Volume | 6,900 | 8,600 | 10,300 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 12% | 12% | 12% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

This segment is considered an urban area for determining future LOS and concept facility in consideration of expected future development of the surrounding community. HOV lanes should be considered in all urban areas* during the final phase of widening.

Local Planning Jurisdiction

City of Modesto
Stanislaus Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|------------|---------------------------------|---|------------------------|
| Stanislaus | R10.90-R22.60 RR17.54-R36.37 | Widen from 6-lane freeway to 8-lane freeway | 2000 STIP Candidate |
| Stanislaus | R11.50-R11.90 R18.50-R14.48 | Modify IC - Mitchell Rd. | 2000 STIP Candidate |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|------------|----------------|--|----------------------|
| Stanislaus | 11.90 19.15 | Construct OC - In Ceres at Whitmore Ave. | PS&E/RW 1998 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles | | x |

***Right of Way and Shoulder Information**

The R/W is 200-230 feet. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Non-Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low |
| Special Status Species | High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .39 | 1.22 | .24 | .72 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 5 FACT SHEET

Location: Hatch Rd. Overcrossing to
Jct. Rte. 132

Post Mile: PM R13.26-R16.12

Kilometer Post: KP R21.33 -R25.94

Length: 2.86 miles/ 4.60 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Rural R13.26-R14.473,
Urbanized R14.473-14.662*, Rural 14.662 – R15.06,
Urbanized R15.06-16.12*

Within City Limits: Yes*/No

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | D | E | F |
| V/C | .81 | .94 | 1.13 |
| ADT | 85,800 | 101,000 | 120,500 |
| Peak Hour Volume | 8,600 | 10,100 | 12,100 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 17% | 17% | 17% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

This segment is considered an urban area in consideration of the expected future development of the surrounding community. HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Modesto
Stanislaus Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------------|--------------------------------------|--|--------------------------------|
| <i>Stanislaus</i> | <i>R10.90-R22.60 17.54-36.37</i> | <i>Widen from 6-lane freeway to 8-lane freeway</i> | <i>2000 STIP Candidate</i> |
| | | | |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------------|---------------------------------------|--|--------------------|
| <i>Stanislaus</i> | <i>R15.10-R17.00 R24.30-27.35</i> | <i>Rehabilitate 15 Ramps in Modesto from Tuolumne Blvd. UC to .4 km N. of Kansas Ave. OC</i> | <i>2002 SHOPP</i> |

System Designations

| System Designations | YES | NO |
|--|------------|-----------|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles | | x |

***Right of Way and Shoulder Information**

The R/W is 200-230 feet. In order for Caltrans to widen this segment to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low |
| Special Status Species | High |
| Cultural Resources | High |
| Leaking Underground Tanks | Moderate.High |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

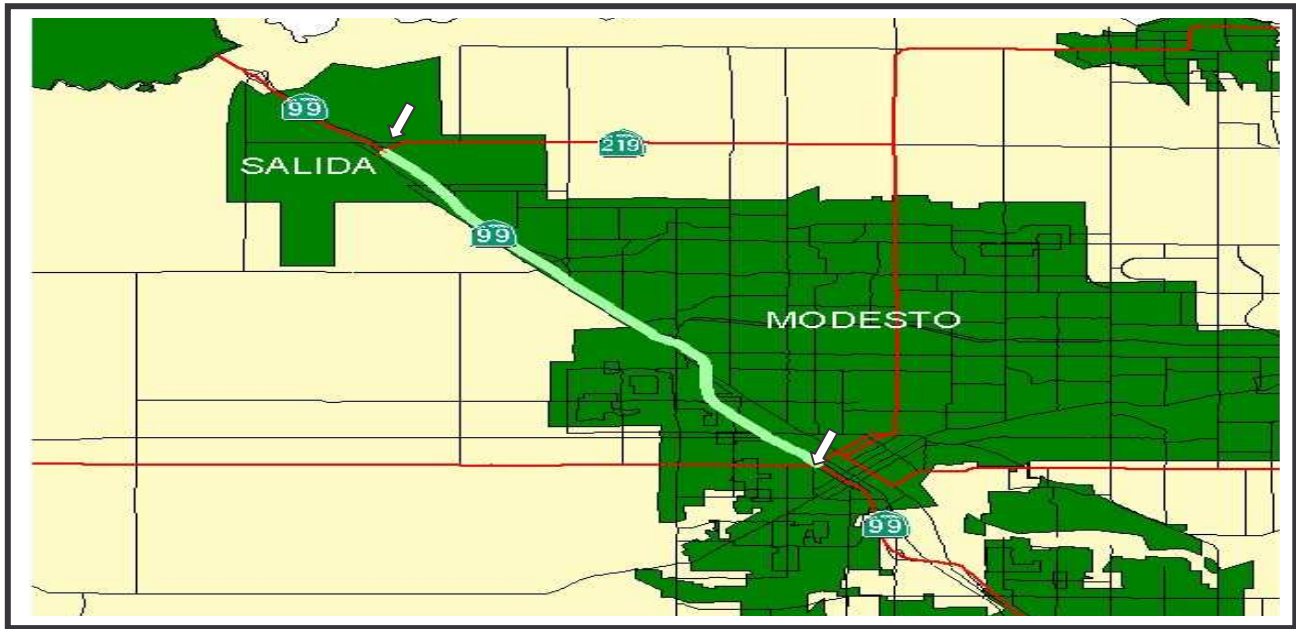
| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .69 | 2.40 | .26 | .78 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 6 FACT SHEET

Location: Jct. Rte. 132 to E. Jct. Rte. 219
Post Mile: PM R16.12-R22.55
Kilometer Post: KP R25.94-R36.28
Length: 6.43 miles/ 10.34 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urbanized
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | D | F |
| V/C | .69 | .85 | 1.01 |
| ADT | 83,500 | 103,300 | 121,700 |
| Peak Hour Volume | 8,200 | 10,100 | 10,900 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 13% | 13% | 13% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Modesto
Stanislaus Council of Governments

Planned Project(s)

| County | Route | Description | Designation |
|------------|-----------|---|-------------------|
| Stanislaus | R15.1-R17 | Rehabilitate 15 Ramps in Modesto from Tuolumne Blvd. UC to .4 km N. of Kansas Ave. OC | 2002 SHOPP PID |
| Stanislaus | 20.22 | Standiford Interchange | 2001 RTP |

Programmed Project(s)

| County | Route | Description | Designation |
|------------|-----------|-----------------------------------|--------------------------------|
| Stanislaus | 20.8-21.4 | Modify Interchange - Pelandale OC | PA&ED 2000 STIP 2001 RTP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 250-390 feet. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-124 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100/500 Year |
| Wetlands | Low |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .21 | .73 | .25 | .68 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: STANISLAUS COUNTY – SEGMENT 7 FACT SHEET

Location: E. Jct. Rte. 219 to San Joaquin
County Line

Post Mile: PM R22.55-R24.75

Kilometer Post: KP R36.28-R39.83

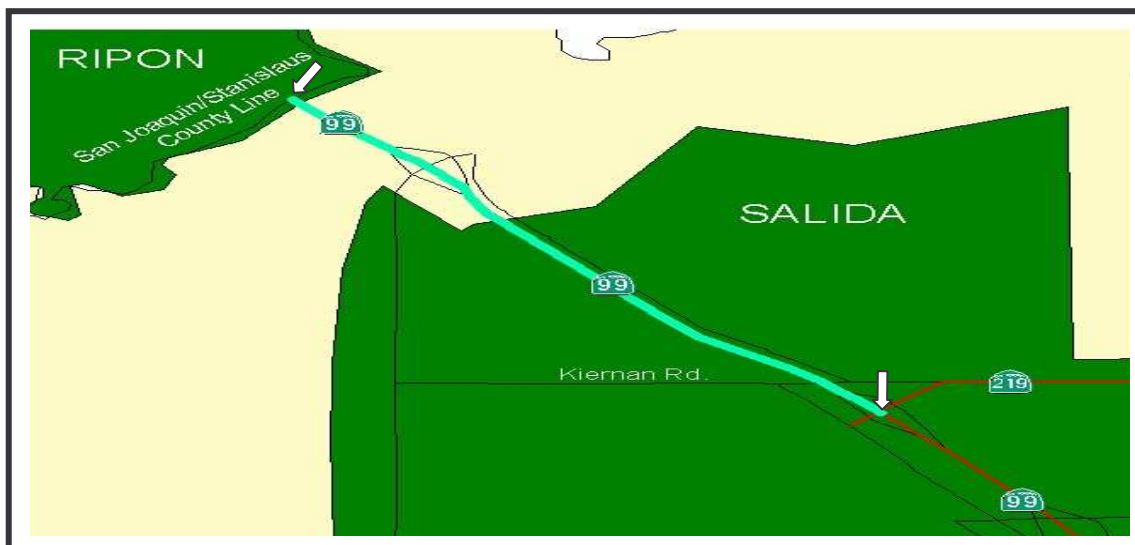
Length: 2.20 miles/ 3.54 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urban

Within City Limits: No

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .67 | .96 | 1.13 |
| ADT | 81,000 | 116,100 | 136,300 |
| Peak Hour Volume | 8,000 | 11,500 | 13,500 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 13% | 13% | 13% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

*HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Modesto
Stanislaus Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|------------|-----------------------------|---------------------|-------------|
| Stanislaus | 22.60 36.37 | Kiernan Interchange | 2001 RTP |
| Stanislaus | 22.60-R24.70 36.37-39.74 | Convert 6F to 8F | 1999 ITSP |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 250-390 feet. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 Year |
| Wetlands | Low/Moderate |
| Special Status Species | High |
| Cultural Resources | High |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .21 | .73 | .25 | .68 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 1 FACT SHEET

Location: Stanislaus/San Joaquin County
Line to Rte. 120 W. (Manteca Bypass)
Post Mile: PM 0.00 - 5.82
Kilometer Post: KP 0.00-9.36
Length: 5.82 miles/9.36 kilometers

Functional Classification: Principal
Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | F | F |
| V/C | .68 | 1.10 | 1.21 |
| ADT | 81,900 | 131,800 | 145,300 |
| Peak Hour Volume | 7,400 | 11,700 | 13,200 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 14% | 14% | 14% |

Concept Facility

8-lane, Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Ripon
City of Manteca
San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------|--|-----------------------|
| San Joaquin | 1.00 1.60 | Construct Olive Rd. Overhead and Overcrossing | 2001 RTP |
| San Joaquin | 1.70-6.20 2.73-9.97 | Widen 6F to 8F Milgeo Ave. to Moffat (Long Term) | 2001 RTP 1999 ITSP |
| San Joaquin | 4.89 7.86 | New I/C and grade separation at SR-99 and Austin Rd. (Long Term) | 2001 RTP |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 195 ft. wide. In order for Caltrans to widen this segment to the ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100 year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | High |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .25 | .65 | .28 | .74 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 2 FACT SHEET

Location: Rte. 120 W. (Manteca Bypass) to
Rte. 120 E. (Yosemite Ave.)

Post Mile: PM 05.82-06.65

Kilometer Post: KP 09.36-10.70

Length: .83 miles/1.33 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urban

Within City Limits: Yes

Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | D | F | F |
| V/C | .82 | 1.55 | 1.75 |
| ADT | 66,000 | 124,000 | 140,000 |
| Peak Hour Volume | 5,900 | 11,085 | 12,515 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 14% | 14% | 14% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Manteca
San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|--------------------------|--|-----------------|
| San Joaquin | 5.80-15.00 9.33-24.13 | Widen to 6 lanes from SR-120 W I/C to .6 km N. of Arch Rd. | 2002 STIP - PID |
| San Joaquin | 6.20-12.90 9.97-20.75 | Widen 6F to 8F Moffat to S. Stockton (Long Term) | 1999 ITSP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------|----------------------------|---|------------------------------------|
| San Joaquin | 6.40 – 7.00 10.29-11.26 | Reconstruct Interchange in Manteca at SR-99/120 East Separation and Yosemite Ave. | PA&ED - 2000 STIP & 2001 RTP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 170 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | N/A |
| Wetlands | Low |
| Special Status Species | Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Moderate/High |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .38 | .99 | .28 | .69 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 3 FACT SHEET

Location: Rte. 120 E. (Yosemite Ave.) to
.6 miles N. of Lathrop Rd.

Post Mile: PM 06.65-09.80

Kilometer Post: KP 10.70-15.77

Length: 3.15 miles/5.06 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urbanized

Within City Limits: Yes

Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | F | F |
| V/C | .71 | 1.29 | 1.49 |
| ADT | 51,000 | 93,000 | 107,500 |
| Peak Hour Volume | 5,100 | 9,300 | 10,800 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 14% | 14% | 14% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Manteca
San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|----------------------------|---|-----------------|
| San Joaquin | 5.80-15.00 9.33-24.13 | Widen to 6 lanes from SR-120 W I/C to .6 km N. of Arch Rd. | 2002 STIP - PID |
| San Joaquin | 6.20 - 12.90 9.97-20.75 | Widen 6F to 8F Moffat to S. Stockton (Long Term) | 1999 ITSP |
| San Joaquin | 9.18 14.77 | Widen to 4 lanes with 2-lane ramps at SR-99 and Lathrop and N. Main | 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------|----------------------------|---|------------------------------------|
| San Joaquin | 6.40 – 7.00 10.29-11.26 | Reconstruct Interchange in Manteca at SR-99/120 East Separation and Yosemite Ave. | PA&ED - 2000 STIP & 2001 RTP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 170 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 500 Year |
| Wetlands | Low |
| Special Status Species | Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .36 | 1.02 | .31 | .84 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 4 FACT SHEET

Location: .6 miles N. of Lathrop Rd. to Arch Rd.

Post Mile: PM 09.80-14.61

Kilometer Post: KP 15.77-23.51

Length: 4.81 miles/7.74 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urbanized

Within City Limits: No

Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 65 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|----------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | F | F |
| V/C | .66 | 1.13 | 1.26 |
| ADT | 54,000 | 93,000 | 104,000 |
| Peak Hour Volume | 5,200 | 9,482 | 12,004 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 13% | 13% | 13% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------------------|------------------------------------|---|-------------------------|
| <i>San Joaquin</i> | <i>10.90-12.50 17.54-20.11</i> | <i>Widen Bridge, realign ramp, rail upgrade from 1.6 miles N. of Lathrop Rd. to 2.4 miles S. of Arch Rd. O/C (Turner Station - S. of Arch Rd)</i> | <i>2003 SHOPP - PID</i> |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|--------------------|------------------------------------|---|----------------------------------|
| <i>San Joaquin</i> | <i>14.10-15.00 22.69-24.13</i> | <i>Construct Interchange 1.1 km N. of Arch Rd O/C</i> | <i>PS&E/RW 1998 STIP</i> |

System Designations

| System Designations | YES | NO |
|--|------------|-----------|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 170 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100/500 Year |
| Wetlands | Low |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .21 | .58 | .26 | .63 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 5 FACT SHEET

Location: Arch Rd. to Charter Way
Post Mile: PM 14.61-18.02
Kilometer Post: KP 23.51-28.99
Length: 3.41 miles/5.48 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urbanized
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing (4-lane) Facility | 2015 (6-lane) | 2025 (6-lane) |
|-----------------------------|------------------------------------|---------------|---------------|
| LOS | D | D | E |
| V/C | .77 | .86 | .96 |
| ADT | 63,900 | 107,300 | 118,700 |
| Peak Hour Volume | 5,600 | 9,400 | 10,400 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 12% | 12% | 12% |

Concept Facility

8-lane Freeway*; LOS D

A project is currently programmed within this segment to widen the existing 4-lane freeway to 6-lanes.

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Stockton
San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|---|-----------------------|
| San Joaquin | 14.60 - 18.40 23.49-29.61 | Widen 6F to 8F Arch Rd to Crosstown (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 16.70 - 17.20 26.87-27.67 | Reconstruct and combine Mariposa and Farmington Interchanges Stages 1 & 2 | 2001 RTP |
| San Joaquin | 18.14 29.19 | Reconstruct I/C at SR-99 and Main St. (Long Term) | 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|--|----------------------|
| San Joaquin | 15.00 - 18.60 24.13-29.92 | Widen from 4F to 6F from Arch Rd. to SR-4 W. | PA&ED - 2000 STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles | | x |

***Right of Way and Shoulder Information**

The R/W is 195 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100/500 Year |
| Wetlands | Low |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Low |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .29 | .88 | .29 | .79 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 6 FACT SHEET

Location: Charter Way to Jct. Rte. 4 – Cross
Town

Post Mile: PM 18.02-18.68

Kilometer Post: KP 28.99-30.06

Length: .66 miles/1.06 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urbanized

Within City Limits: Yes

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing (4-lane) Facility | 2015 (6-lanes) | 2025 (6-lanes) |
|-----------------------------|------------------------------------|----------------|----------------|
| LOS | E | F | F |
| V/C | .92 | 1.03 | 1.30 |
| ADT | 76,000 | 127,000 | 143,000 |
| Peak Hour Volume | 6,700 | 11,196 | 12,965 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 10% | 10% | 10% |

Concept Facility 8-lane Freeway*; LOS D

A project is currently programmed within this segment to widen the existing 4-lane freeway to 6-lanes. A 10-lane freeway will be needed to meet the concept LOS, but due to right-of-way restrictions, the concept facility will remain an 8-lane freeway.

Ultimate Transportation Corridor 8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

City of Stockton, SJCOG

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|---|-----------------------|
| San Joaquin | 14.60 - 18.40 23.49-29.61 | Widen 6F to 8F Arch Rd to Crosstown (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 16.70-17.20 26.87-27.67 | Reconstruct and combine Mariposa and Farmington Interchanges Stages 1&2 | 2001 RTP |
| San Joaquin | 18.14 29.19 | Reconstruct I/C at SR-99 and Main St. (Long Term) | 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|--|-----------------|
| San Joaquin | 15.00 - 18.60 24.13-29.92 | Widen from 4F to 6F from Arch Rd. to SR-4 W. | PA&ED - 2000 |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 195 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 500 Year |
| Wetlands | Low |
| Special Status Species | Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Low/Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .47 | 1.39 | .24 | .67 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 7 FACT SHEET

Location: Jct. Rte. 4 – Cross Town to
.22 miles S. of Hammer Lane
Post Mile: PM 18.68-22.90
Kilometer Post: KP 30.06-36.85
Length: 4.22 miles/6.79 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urbanized
Within City Limits: No
Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing (4-lane) Facility | 2015 (6-lane) | 2025 (6-lane) |
|-----------------------------|------------------------------------|---------------|---------------|
| LOS | E | F | F |
| V/C | .92 | 1.12 | 1.26 |
| ADT | 75,500 | 138,800 | 155,300 |
| Peak Hour Volume | 7,100 | 13,900 | 16,100 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 10% | 10% | 10% |

Concept Facility

8-lane Freeway*; LOS D

A project is currently programmed within this segment to widen the existing 4-lane freeway to 6-lanes. A 10-lane freeway will be needed to meet the concept LOS, but due to right-of-way restrictions, the concept facility will remain an 8-lane freeway.

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|--|-----------------------|
| San Joaquin | 18.60 - 22.70 29.93-36.53 | Widen 6F to 8F Crosstown to Hammer Lane (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 19.29-31.04 | Reconstruct I/C at SR-26/SR-99 (Long Term) | 2001 RTP |
| San Joaquin | 20.33 32.71 | Reconstruct I/C at SR-88/SR-99 (Long Term) | 2001 RTP |
| San Joaquin | 20.87 33.58 | Reconstruct I/C at SR-99 and Cherokee Rd. (Long Term) | 2001 RTP |
| San Joaquin | 21.10-22.10 33.95-35.56 | SR-99 at Mariposa and Farmington Reconstruct and combine interchanges Stages 1 & 2 | 2001 RTP |
| San Joaquin | 21.10-22.10 33.95-35.56 | Construct new I/C from Calaveras River Underpass to Calaveras River O/C Bridge | 2002 STIP - PID |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|---|------------------------------------|
| San Joaquin | 18.60 - 22.90 29.93-36.85 | Widen from 4F to 6F from SR-4W to Hammer Lane | PA&ED - 1999A STIP, 2001 RTP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 195 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Non-Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100/500 Year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

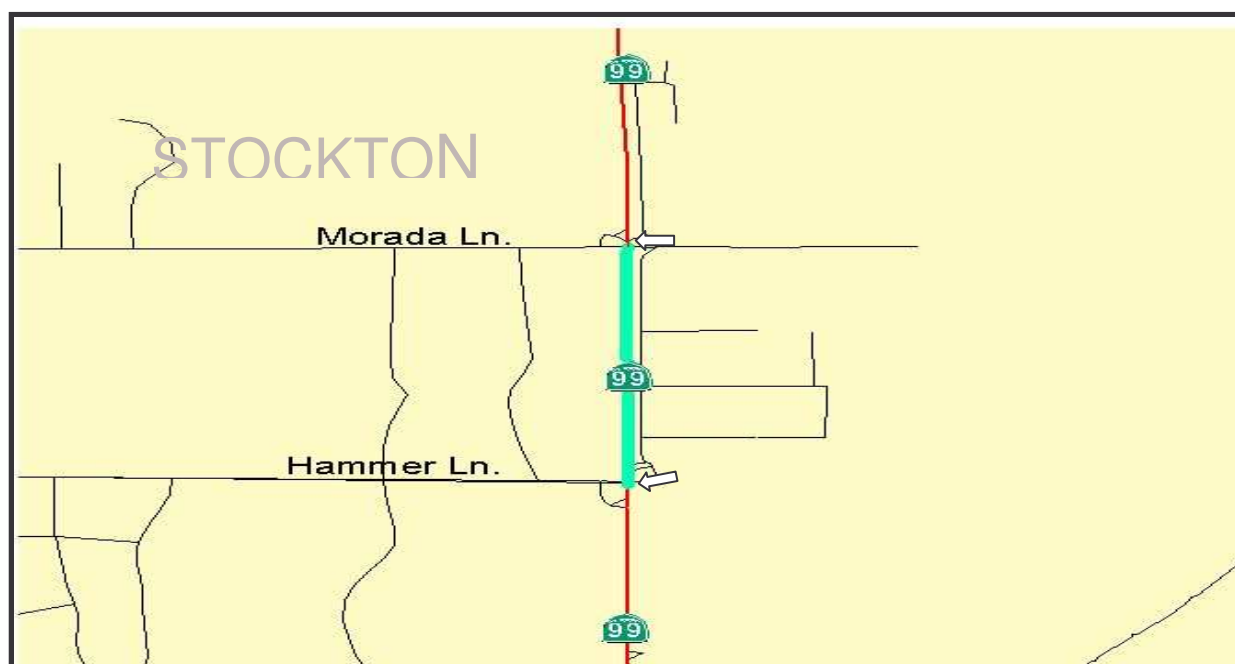
| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .64 | 1.72 | .30 | .83 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 8 FACT SHEET

Location: .22 miles S. of Hammer Lane to Morada Lane
Post Mile: PM 22.90-24.03
Kilometer Post: KP 36.85-38.67
Length: 1.13 miles/1.81 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urbanized
Within City Limits: No
Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | F |
| V/C | .52 | 1.01 | 1.13 |
| ADT | 65,000 | 125,000 | 141,000 |
| Peak Hour Volume | 5,800 | 11,200 | 12,600 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 11% | 11% | 11% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|--|-----------------------|
| San Joaquin | 21.10-22.10 33.95-35.56 | SR-99 at Mariposa and Farmington Reconstruct and combine interchanges Stages 1 & 2 | 2001 RTP |
| San Joaquin | 21.10-22.10 33.95-35.56 | Construct new I/C from Calaveras River Underpass to Calaveras River O/C Bridge | 2002 STIP - PID |
| San Joaquin | 22.90 - 25.40 36.85-40.87 | Widen 6F to 8F Hammer Lane to Eight Mile (Long Term) | 1999 ITSP 2001 RTP |
| San Joaquin | 24.00 38.62 | Modify Interchange at Morada Lane | 2001 RTP |

Programmed Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|----------------------------|-----------------------|
| San Joaquin | 22.80 – 23.00 36.69-37.01 | Reconstruct Hammer Ln. I/C | PA&ED - 1999A STIP |

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 195 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100/500 Year |
| Wetlands | Low |
| Special Status Species | High |
| Cultural Resources | Moderate |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .27 | .98 | .21 | .59 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 9 FACT SHEET

Location: Morada Lane to Kettleman Lane,
Jct. 12 W

Post Mile: PM 24.03-29.49

Kilometer Post: KP 38.67-47.45

Length: 5.46 miles/8.78 kilometers

Functional Classification: Principal Arterial

Rural/Urban/Urbanized: Urbanized

Within City Limits: Yes

Terrain: Flat



Traffic Forecast Data

6-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | E | E |
| V/C | .51 | .89 | .98 |
| ADT | 63,400 | 111,000 | 121,700 |
| Peak Hour Volume | 5,600 | 10,000 | 11,100 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 14% | 14% | 14% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|--------------------|--------------------------------------|---|-------------------------------|
| <i>San Joaquin</i> | <i>22.90 - 25.40 36.85-40.87</i> | <i>Widen 6F to 8F Hammer Lane to Eight Mile (Long Term)</i> | <i>1999 ITSP 2001 RTP</i> |
| <i>San Joaquin</i> | <i>24.00 38.62</i> | <i>Modify Interchange at Morada Lane</i> | <i>2001 RTP</i> |
| <i>San Joaquin</i> | <i>25.40 40.87</i> | <i>Reconstruct Interchange at Eight Mile Rd.</i> | <i>2001 RTP</i> |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|---------------|--------------|--------------------|--------------------|
|---------------|--------------|--------------------|--------------------|

System Designations

| System Designations | YES | NO |
|--|------------|-----------|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 170-195 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 500 Year |
| Wetlands | Low |
| Special Status Species | High |
| Cultural Resources | High |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .30 | .66 | .22 | .58 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 10 FACT SHEET

Location: Kettleman Lane, Jct. 12 W to
Lodi, Jct. 12 E.

Post Mile: PM 29.49-30.97

Kilometer Post: KP 47.45-49.84

Length: 1.48 miles/2.38 kilometers

Functional Classification: Principal
Arterial

Rural/Urban/Urbanized: Urban

Within City Limits: Yes

Terrain: Flat



Traffic Forecast Data

4-lane Freeway

Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | F | F |
| V/C | .67 | 1.16 | 1.28 |
| ADT | 55,000 | 95,000 | 105,000 |
| Peak Hour Volume | 5,300 | 9,233 | 10,205 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 14% | 14% | 14% |

Concept Facility

8-lane Freeway*; LOS D

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

San Joaquin Council of Governments

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|---|-----------------------|
| San Joaquin | 28.70 - 31.00 46.18-49.88 | Widen 4F to 6F N/O Harney Ln. to SR-12 E. | 1999 ITSP 2001 RTP |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | x | |
| National Highway System | x | |
| Interregional Road System | x | |
| High Emphasis Route | x | |
| Focus Route | x | |
| Strategic Highway Network (STRAHNET) | x | |
| STAA Truck Route | x | |
| Terminal Access Route for National Truck Network | x | |
| Scenic Highway | | x |
| Accessible to Bicycles | | x |

***Right of Way and Shoulder Information**

The R/W is 170 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

Air Quality/Environmental Status***Air Quality**

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non-Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

***Environmental Status**

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|--|
| Flood Plains | 500 Year |
| Wetlands | Low |
| Special Status Species | Moderate |
| Cultural Resources | Low |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|-----------------------------|---------------------------------------|-------------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .39 | 1.04 | .34 | .93 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-99: SAN JOAQUIN COUNTY – SEGMENT 11 FACT SHEET

Location: Lodi, Jct. 12 E. to Sacramento County Line
Arterial

Post Mile: PM 30.97-38.78

Kilometer Post: KP 49.84-62.40

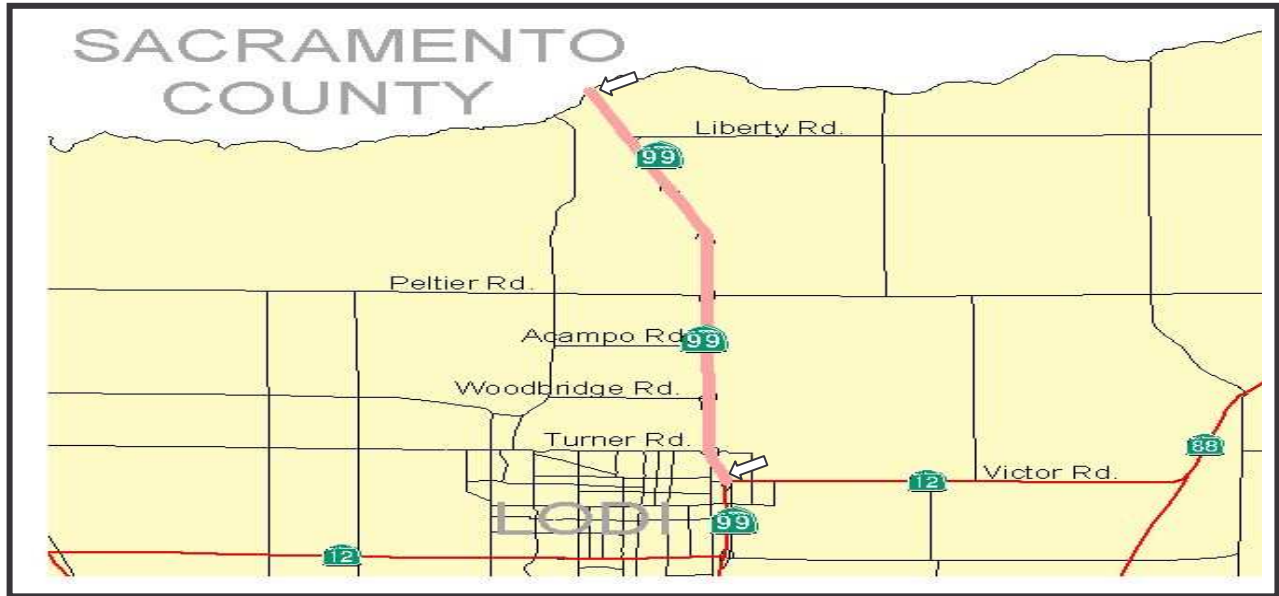
Length: 7.81 miles/12.56 kilometers

Functional Classification: Principal

Rural/Urban/Urbanized: Rural

Within City Limits: No

Terrain: Flat



Traffic Forecast Data 4-lane Freeway Average Highway Speed 70 mph

| | 2000 Existing Facility | 2015 w/o Improvement | 2025 w/o Improvement |
|-----------------------------|---------------------------|-------------------------|-------------------------|
| LOS | C | F | F |
| V/C | .61 | 1.10 | 1.23 |
| ADT | 50,100 | 89,500 | 99,800 |
| Peak Hour Volume | 4900 | 9000 | 9300 |
| Peak Hour Dir. Split | 55/45 | 55/45 | 55/45 |
| % Trucks | 14% | 14% | 14% |

Concept Facility

6-lane Freeway*; LOS C

The concept facility is consistent with District 3 at the San Joaquin/Sacramento county line.

Ultimate Transportation Corridor

8-lane Freeway*

* HOV lanes should be considered in all urban areas during the final phase of widening.

Local Planning Jurisdiction

San Joaquin Council of Governments
City of Lodi

Planned Project(s)

| County | PM/KP | Description | Designation |
|-------------|------------------------------|--|-----------------------|
| San Joaquin | 28.70 - 31.00 46.18-49.88 | Widen 4F to 6F N/O Harney Ln. to SR-12 E. | 1999 ITSP 2001 RTP |
| San Joaquin | 31.00 - 38.80 49.88-62.44 | Widen 4F to 6F SR-12 E. to Sacramento Co. Line | 1999 ITSP 2001 RTP |

Programmed Project(s) There are no programmed projects within this segment

| County | PM/KP | Description | Designation |
|--------|-------|-------------|-------------|
|--------|-------|-------------|-------------|

System Designations

| System Designations | YES | NO |
|--|-----|----|
| Freeway/Expressway | X | |
| National Highway System | X | |
| Interregional Road System | X | |
| High Emphasis Route | X | |
| Focus Route | X | |
| Strategic Highway Network (STRAHNET) | X | |
| STAA Truck Route | X | |
| Terminal Access Route for National Truck Network | X | |
| Scenic Highway | | X |
| Accessible to Bicycles | | X |

***Right of Way and Shoulder Information**

The R/W is 170 ft. wide. In order for Caltrans to widen this segment to the concept facility and ultimate transportation corridor of 8 lanes, additional R/W acquisition will be required.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Air Quality/Environmental Status

*Air Quality

| Ozone | Particulate Matter | Carbon Monoxide |
|----------------|--------------------|-----------------|
| Non Attainment | Non-Attainment | Attainment |

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*Environmental Status

| SR-99 Environmental Status | Degree of Impact - if appropriate |
|-----------------------------------|-----------------------------------|
| Flood Plains | 100/500 Year |
| Wetlands | Low/Moderate |
| Special Status Species | Moderate/High |
| Cultural Resources | High |
| Leaking Underground Tanks | Moderate |
| Possible Hazardous Waste | High |
| Other Comments About This Segment | Lead |

Please refer to Appendix 5 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate (per million vehicle miles traveled)

| Actual Accident Rate | | Statewide Average Rate | |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury | Total (Includes Property Damage Only) | Fatal & Injury | Total (Includes Property Damage Only) |
| .29 | .69 | .26 | .60 |

Source: TASAS Database (October 1, 1998 - September 30, 2001)

Appendix 1

List of System Planning Acronyms

| | |
|---------|---|
| ACE | Altamont Commuter Express |
| ACLT | Alpine County Local Transportation Commission |
| ACTC | Amador County Transportation Commission |
| ADT | Average Daily Traffic |
| AHS | Automated Highway System |
| ATSD | Advanced Transportation System Development |
| AVI | Automated Vehicle Identification |
| BN&SF | Burlington Northern and Santa Fe Railroad |
| CALACOG | Calaveras Council of Governments |
| CBD | Central Business District |
| CCAA | California Clean Air Act |
| CMAQ | Congestion Mitigation and Air Quality (Improvement Program) |
| CMP | Congestion Management Plan |
| CTIS | California Transportation Investment Strategy |
| CTC | California Transportation Commission |
| DSMP | District System Management Plan |
| EPA | Environmental Protection Agency |
| ETTM | Electronic Toll Collection and Traffic Management |
| F&E | Freeway and Expressway System |
| FAT | Fatalities |
| FIS | Federal Inspection Facility |
| FY | Fiscal year |
| HOV | High Occupancy Vehicle |
| ICES | Intermodal Corridors of Economic Significance |
| IRRS | Interregional Route System |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITMS | Intermodal Transportation Management System |
| ITS | Intelligent Transportation System |
| ITSP | Interregional Transportation Strategic Plan |
| LOS | Level of Service |
| LROP | Long Range Operations Plan |
| LRT | Light Rail Transit |
| MAX | Modesto Area Express |
| MCAG | Merced County Association of Governments |
| MCLT | Mariposa County Local Transportation Commission |
| MIS | Major Investment Study |
| MOU | Memorandum of Understanding |
| MSL | Maintenance Service Level |
| NAAQS | National Ambient Air Quality Standards |
| NAFTA | North American Free Trade Agreement |
| NHS | National Highway System |

| | |
|----------|--|
| PHV | Peak Hour Volume |
| PM | Post Mile |
| PR | Project Report |
| PSR | Project Study Report |
| PTOC | Primary Traffic Operations Center |
| POE | Port of Entry |
| RAQS | Regional Air Quality Strategy |
| RAS | Regional Arterial System |
| RCR | Route Concept Report (now known as Transportation Concept Reports) |
| RTP | Regional Transportation Plan |
| R/W | Right of Way |
| SHOPP | State Highway Operations and Protection Program |
| SHRAHNET | Strategic Highway Corridor Network |
| SJCOG | San Joaquin Council of Governments |
| SJVUAPCD | San Joaquin Valley Unified Air Pollution Control District |
| SMART | Stockton Metropolitan Area Rapid Transit |
| SOV | Single Occupancy Vehicle |
| SPRR | Southern Pacific Railroad |
| SR | State Route |
| STAA | Surface Transportation Assistance Act |
| StanCOG | Stanislaus Council of Governments |
| StaRT | Stanislaus Regional Transit |
| STIP | State Transportation Improvement Program |
| TASAS | Traffic Accident Surveillance and Analysis System |
| TCCAPC | Tuolumne County / Cities Area Planning Council |
| TCM | Transportation Control Measure |
| TCR | Transportation Concept Report |
| TDM | Transportation Demand Management |
| TSDP | Transportation System Development Program |
| TMA | Transportation Management Association/Area |
| TMC | Transportation Management Center |
| TPA | Transportation Planning Agency |
| TSM | Transportation System Management |
| UAPCD | Unified Air Pollution control districts |
| UTC | Ultimate Transportation Corridor |
| V/C | Volume to Capacity Ratio |
| VMT | Vehicles Miles Traveled |
| YARTS | Yosemite Area Regional Transportation Strategy |

Appendix 2

Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Appendix 3

Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population.

Urbanized – Over 50,000 population

Appendix 4

| SR-99 Planned ITS Projects | | | |
|----------------------------|---------------|---|----------------|
| County | Post Miles | Description | Designation |
| Merced | 1 | Closed Circuit TV Cameras & CMS | Inactive SHOPP |
| Merced | 0-4.6 | Plainsburg Freeway Project PM .2 - CMS/Loops .7 - Weather Station 1.2 - CMS/Loops 2.2 - CMS/Loops 2.7 - Weather Station 3.2 - CMS/Loops 4.2 - CMS/Loops | SHOPP |
| Merced | 4.6/10.5-11.0 | Arboleta Freeway Project PM 4.7 - Weather Station 5.2 - CMS/Loops 6.7 - CMS/Loops 7.2 - Weather Station 7.7 - Weather Station 8.7 - CMS/Loops 9.2 - Weather Station 9.7 - CMS/Loops 10.7 - CMS/Loops | SHOPP |
| Merced | 11.2 | Weather Station | SHOPP |
| Merced | 11.7 | CMS/Loops | SHOPP |
| Merced | 12.77 | CMS/Loops | SHOPP |
| Merced | 13.0 | Highway Advisory Radio – Merced Maintenance Station | SHOPP |
| Merced | 13.20 | Weather Station | SHOPP |
| Merced | 13.70 | CMS/Loops | SHOPP |
| Merced | 14.69 | CMS/Loops | SHOPP |
| Merced | 15.20 | Weather Station | SHOPP |
| Merced | 15.78 | CMS/Loops | SHOPP |
| Merced | 16.69 | CMS/Loops | SHOPP |
| Merced | 16.80 | Weather Station | SHOPP |
| Merced | 16.93 | CMS/Loops | SHOPP |
| Merced | 18.68 | CMS/Loops | SHOPP |
| Merced | 19.68 | CMS/Loops | SHOPP |
| Merced | 20.68 | CMS/Loops | SHOPP |
| Merced | 21.18 | Weather Station | SHOPP |

| SR-99 Planned ITS Projects | | | |
|----------------------------|---------------|---|-------------|
| County | Post Miles | Description | Designation |
| Merced | 21.68 | CMS/Loops | SHOPP |
| Merced | 22.68 | CMS/Loops | SHOPP |
| Merced | 23.18 | Weather Station | SHOPP |
| Merced | 23.68 | CMS/Loops | SHOPP |
| Merced | 23.8/26.5 | Atwater/Livingston Project PM 24.68 – CMS/Loops 25.18 - Weather Station 25.68 – CMS/Loops 26.47 - CMS/Loops | SHOPP |
| Merced | 27.37 | Weather Station | SHOPP |
| Merced | 27.77 | CMS/Loops | SHOPP |
| Merced | 29.47 | CMS/Loops | SHOPP |
| Merced | 29.97 | Weather Station | SHOPP |
| Merced | 30.47 NB & SB | CMS/Loops | SHOPP |
| Merced | 30.97 | Weather Station | SHOPP |
| Merced | 31.47 | CMS/Loops | SHOPP |
| Merced | 32.569 | SB ON Weigh Station | SHOPP |
| Merced | 32.710 | SB Off Weigh Station | SHOPP |
| Merced | 33.47 | CMS/Loops | SHOPP |
| Merced | 33.97 | Weather Station | SHOPP |
| Merced | 34.70 | CMS/Loops | SHOPP |
| Merced | 35.97 | Weather Station | SHOPP |
| Merced | 36.67 | CMS/Loops | SHOPP |
| Merced | 36.7-37.3 | Turlock Median Barrier Project PM 33.704 Closed Circuit Television | SHOPP |
| Stanislaus | .14 | Weather Station | SHOPP |
| Stanislaus | 2.84 | CMS/Loops | SHOPP |
| Stanislaus | 3.84 | CMS/Loops | SHOPP |
| Stanislaus | 4.34 | Weather Station | SHOPP |
| Stanislaus | 4.84 | CMS/Loops | SHOPP |
| Stanislaus | 5.86 | CMS/Loops | SHOPP |
| Stanislaus | 6.36 | Weather Station | SHOPP |
| Stanislaus | R6.8/R9.7 | Keyes Median Barrier Project PM 7.45 – CMS 8.20 - CMS/Detectors 8.45 – Detectors 8.70 – Weather Station/Detectors 8.95 – Detectors 9.20 – CMS/Detectors | SHOPP |
| Stanislaus | 10.40 | CMS/Loops | SHOPP |

| SR-99 Planned ITS Projects | | | |
|----------------------------|------------|-----------------|-------------|
| County | Post Miles | Description | Designation |
| Stanislaus | 10.90 | Weather Station | SHOPP |
| Stanislaus | 11.40 | CMS/Loops | SHOPP |
| Stanislaus | 12.85 | CMS/Loops | SHOPP |
| Stanislaus | 13.35 | Weather Station | SHOPP |
| Stanislaus | 13.85 | CMS/Loops | SHOPP |
| Stanislaus | 14.85 | CMS/Loops | SHOPP |
| Stanislaus | 15.35 | Weather Station | SHOPP |
| Stanislaus | 15.85 | CMS/Loops | SHOPP |
| Stanislaus | 16.61 | CMS/Loops | SHOPP |
| Stanislaus | 17.11 | Weather Station | SHOPP |
| Stanislaus | 17.61 | CMS/Loops | SHOPP |
| Stanislaus | 18.75 | CMS/Loops | SHOPP |
| Stanislaus | 19.25 | Weather Station | SHOPP |
| Stanislaus | 19.75 | CMS/Loops | SHOPP |
| Stanislaus | 21.36 | CMS/Loops | SHOPP |
| Stanislaus | 22.40 | Weather Station | SHOPP |
| Stanislaus | 23.24 | CMS/Loops | SHOPP |
| Stanislaus | 23.50 | CMS/Loops | SHOPP |
| San Joaquin | .25 | Weatherstation | SHOPP |
| San Joaquin | 1.29 | CMS/Loops | SHOPP |
| San Joaquin | 2.79 | CMS/Loops | SHOPP |
| San Joaquin | 3.29 | Weather Station | SHOPP |
| San Joaquin | 3.79 | CMS/Loops | SHOPP |
| San Joaquin | 5.04 | CMS/Loops | SHOPP |
| San Joaquin | 5.85 | Weather Station | SHOPP |
| San Joaquin | 6.32 | CMS/Loops | SHOPP |
| San Joaquin | 7.43 | CMS/Loops | SHOPP |
| San Joaquin | 7.93 | Weather Station | SHOPP |
| San Joaquin | 8.43 | CMS/Loops | SHOPP |
| San Joaquin | 10.1 | CMS/Loops | SHOPP |
| San Joaquin | 10.6 | Weather Station | SHOPP |
| San Joaquin | 11.1 | CMS Loops | SHOPP |
| San Joaquin | 12.1 | CMS Loops | SHOPP |
| San Joaquin | 12.6 | Weather Station | SHOPP |
| San Joaquin | 13.1 | CMS Loops | SHOPP |
| San Joaquin | 14.40 | Weather Station | SHOPP |

| SR-99 Planned ITS Projects | | | |
|-----------------------------------|-------------------|---|--------------------|
| County | Post Miles | Description | Designation |
| <i>San Joaquin</i> | <i>15-18.6</i> | <i>South Stockton Widening Job PM 15.50 – CMS/Loops 16.62 – CMS/Loops 17.12 – Weather Station 17.83 - CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>18.6/22.9</i> | <i>6-lane Widening PM 18.60 – Weather Station 18.80 - CCTV Location 8 19.00 – CCTV Location 9 19.10 – CMS/Loops 19.24 – CMS/Loops 19.43 – Weather Station 20.12 – CMS Loops 21.15 – CMS Loops 21.65 – Weather Station 22.20 – CMS/Loops NB/SB 22.75 – Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>23.20</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>24.2</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>24.7</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>25.2</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>26.2</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>26.7</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>27.2</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>27.75</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>28.25</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>29.00</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>29.82</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>30.53</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>30.76</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>31.29</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>31.79</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>32.29</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>33.20</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>33.80</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>34.30</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>35.30</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>36.30</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>37.30</i> | <i>CMS/Loops</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>37.80</i> | <i>Weather Station</i> | <i>SHOPP</i> |
| <i>San Joaquin</i> | <i>38.30</i> | <i>CMS Loops</i> | <i>SHOPP</i> |

The 2001 San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan identifies the following planned projects within the counties of Merced, Stanislaus, and San Joaquin:

| SJV ITS SDP Planned ITS Projects (Regional) | |
|--|---|
| Involved Agency | Program Area/Project |
| <i>Valleywide</i> | <i>Curve Warning System</i> |
| <i>District 6 & 10</i> | <i>SR-99 In Stockton - SB Off ramp onto WB Mariposa Road/SR-4</i> |
| <i>District 6 & 10</i> | <i>Changeable Message Signs at Key Locations</i> |
| <i>District 6 & 10</i> | <i>Portable Changeable Message Sign (CMS Pool)</i> |
| <i>Urban Traffic Corridors in: Stockton, Fresno/Clovis, Merced/ Atwater, Modesto/Ceres, Visalia/Tulare Goshen, Bakersfield</i> | <i>Dynamic Alternate Route Signs</i> |
| <i>District 6 & 10</i> | <i>Expansion of Caltrans Traffic Operation Systems</i> |
| <i>District 6 & 10, Stanislaus County, Kern County, TBD</i> | <i>Integrated Surveillance Stations/SMART Callbox Deployment</i> |
| <i>Valleywide Locations</i> | <i>Commercial Vehicle Parking Management System</i> |
| <i>District 6 & 10</i> | <i>Weather/ATMS Integration and Automation</i> |
| <i>Valleywide locations in District 6 & 10</i> | <i>Dynamic Speed Signing for Weather Conditions</i> |
| <i>Valleywide</i> | <i>Truck Stop Traveler Information Demonstration</i> |
| <i>Valleywide locations in District 6 & 10</i> | <i>Roadside Weather Information Stations with CCTV</i> |
| <i>Cities of Merced, Atwater, Merced County, District 10</i> | <i>Caltrans Traffic Operations Systems Gap Closure Project</i> |
| <i>Cities of Merced, Atwater, and Merced County</i> | <i>Urban Area Traffic Signal Coordination Project</i> |
| <i>Cities of Merced, Atwater, Merced County, and District 10</i> | <i>Alternate Route Signing</i> |
| <i>MCAG, CHP, Caltrans with heavy involvement from all other emergency service agencies</i> | <i>Traffic Safety Task Force</i> |

Please refer to the San Joaquin Valley ITS Strategic Deployment Plan for information on additional regional, valleywide, and county by county ITS planned projects. The Plan can be accessed on the Merced County Association of Governments' Webpage (<http://mcag.cog.ca.us/sjvits>).

APPENDIX 5

ENVIRONMENTAL: FLOOD PLAINS, WETLANDS, AND SPECIAL STATUS SPECIES

Flood Plains: Flood data from FEMA Digital Q3 Data Mapping and identification whether or not areas are within 100 or 500 year floodplain.

Wetlands: Jurisdictional Waters, including wetlands, are described as those that are under federal and/or state regulatory authority. Waters of the U.S. include essentially all surface waters such as navigable waters and their tributaries, all interstate waters and their tributaries all wetlands adjacent to these waters, and all impoundments of these waters. Wetland data obtained from the U.S. Fish and Wildlife Service National Wetland Inventory Mapping, previous survey data, or other in office sources. Army Corps of Engineer and EPA definition of wetlands are: those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Special Status Species: Species that are legally protected under federal and state Endangered Species Acts or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

- Species listed or proposed for listing as threatened or endangered under the federal or state Endangered Species Act (50 CFR 17.12 and 14 CCR 670.5);
- Species that are federal candidates for possible future listing under the federal Endangered Species Act;
- Species listed as Federal Species of Concern;
- Species that meet the definition or are endangered under the California Environmental Quality Act (CEQA), State CEQA guidelines, section 12380.
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq).
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California (Lists 1A and 2 in Skinner and Pavlik 1994)."
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in Skinner and Pavlik 1994), which may be included on the basis of local significance or recent biological information;
- A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species.

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.